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The Hongkong Telegraph.

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No. 12,510

六拜禮

號四十六月六英港香

SATURDAY

JUNE 14, 1924

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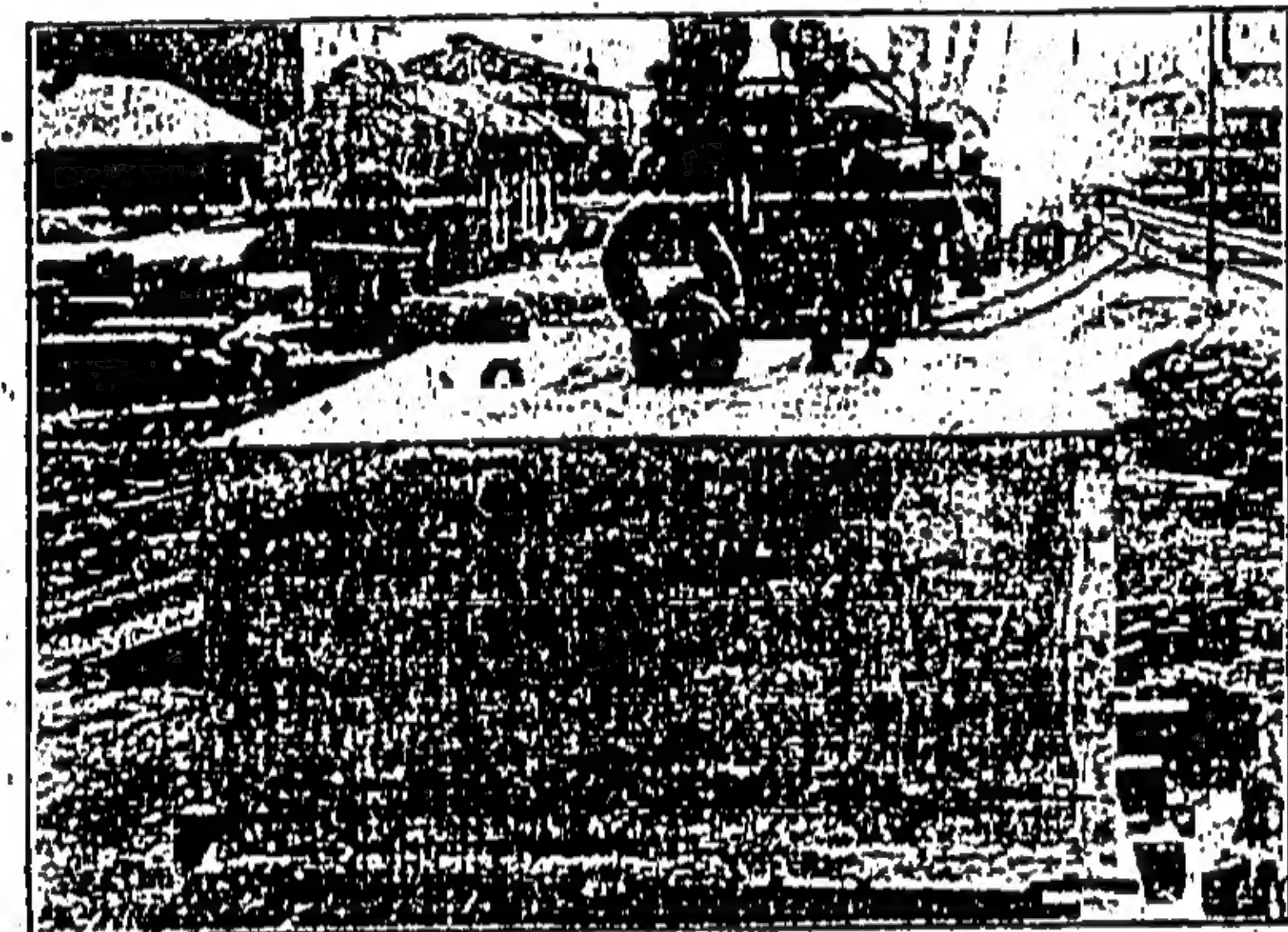
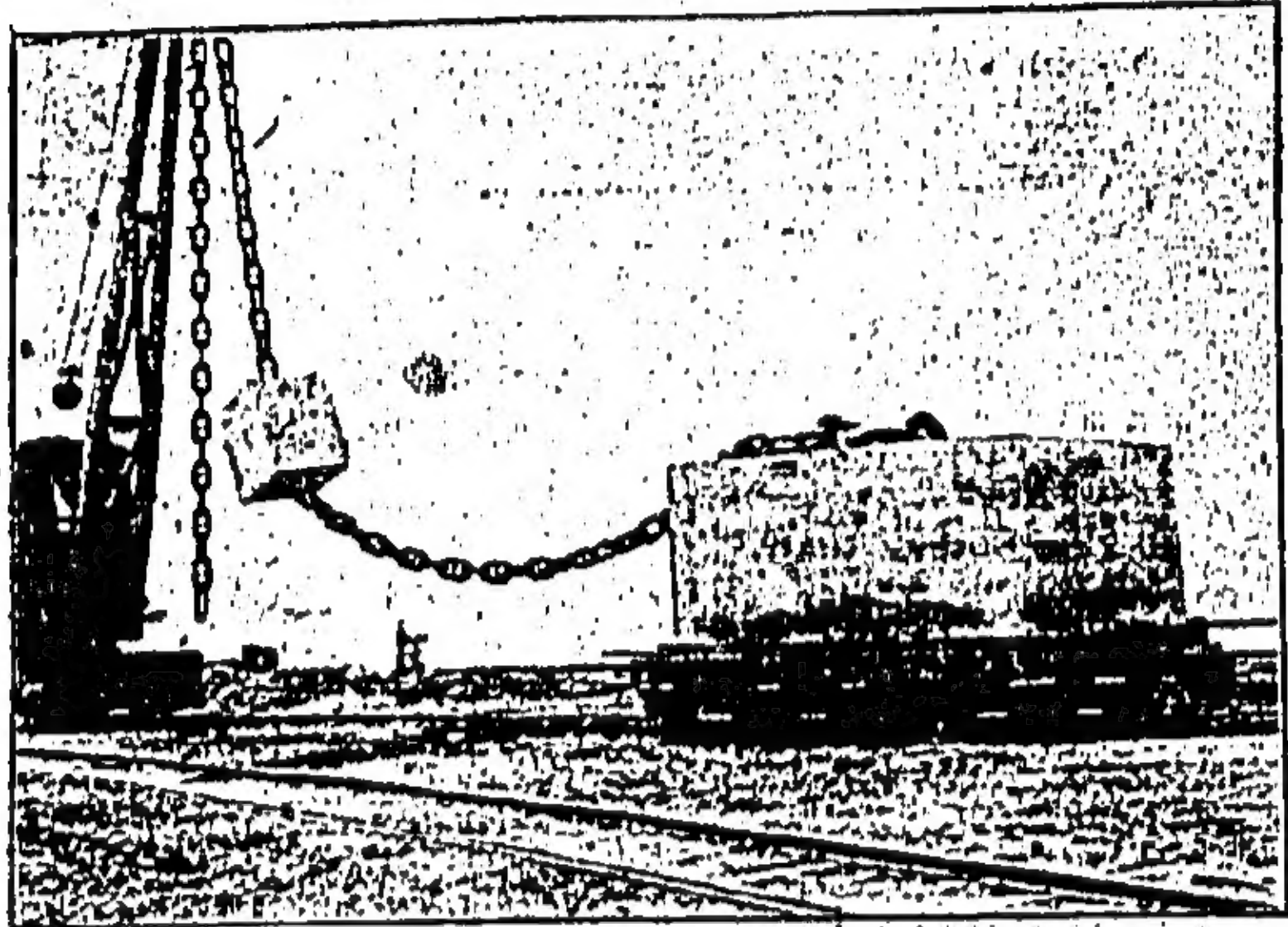
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NEW TYPHOON MOORINGS.

90-Ton Blocks of Concrete Replace Anchors.

OUTCOME OF THE "LOONGSANG" ENQUIRY.



It will be remembered that one of the recommendations of the Marine Court enquiry which was held after the foundering of the s.s. Loongsang in the big typhoon of August last, was that special typhoon-moorings should be provided in the harbour at which ships might safely lie during typhoon weather. With a view to ascertaining what was being done in the matter, a *Telegraph* representative recently called on the Acting Harbour Master, Lieut. Com. Conway Hake, the result of the interview being that we are to-day able to publish particulars and pictures showing the first of the seventeen new typhoon moorings which are to replace an equal number of present moorings.

As will be seen by the pictures, the mooring consists of a huge block of reinforced concrete. The block, which is 90 tons in weight and 13 feet square and 7½ feet high, has a suction cavity at the bottom and will be buried in the bed of the harbour where the buoy is intended to be. An "eye," the material of which is eight inches in diameter, has been cast into it, and to this is attached a ring, also eight inches in diameter. Seventeen fathoms of 3½ inch steel link cable will be between the buoy and the block, whilst a five-ton block of concrete is cast on the cable to act as a swinging weight and thus lessen the amount of direct strain that may be put on the main mooring block. The pictures accompanying this article convey a very good impression of the immense size of the mooring block, as a Chinese workman can be seen standing on the block in the lower picture.

The present system of mooring the harbour buoys is by what is known as the "bridle and starved-out cable" method. Two nine-ton anchors, connected together by 120 fathoms of cable are laid in an E. N. E. and W. S. W. direction. In the centre of this cable is a ring

TURF TOPICS.

AH SHUN'S CAREER.

[BY "ARGUS JUNIOR."]

Ah Shun, who now trains for the McKoth stables, Mosses, Hosie and Cook and M. Nomazoo, was born in Shanghai 44 years ago. At the age of 14, he was doing riding work at the Sin Sung livery stables in Shanghai, where he remained four years. In 1898, he was engaged by Herr Stuppel, German Governor-General of Tsingtau, as head lad. After the outbreak of the Boxer trouble, he was sent from Shanghai to Tientsin in charge of 40 China pony remounts for the German troops. We next find him installed as head boy with Mr. "Duplessé," who won four consecutive Shanghai Champions with The Dealer. Ah Shun trained this pony for his last victory in this race in the Spring of 1902.

After some years with Mr. (George) Dallas and Mr. Burkill as riding boy and two years in charge of Herr Schoch's stables, Mr. Burkill sent him to Hongkong in 1909 to train for Mr. W. G. Pirie. He started here auspiciously as he trained Man Man for his new owner and the pony carried Mr. Johnstone to victory in the Valley Stakes and the Hongkong Stakes at the 1910 meeting.



Ah Shun next found employment with Mr. Harold Seth, with whom he has been ever since. His greatest triumph was at the annual meeting in 1913, when Fijian Chief, ridden by Mr. Johnstone, won the Maidens, the Derby and the Champions. In 1914, he had successes with Brown Boy and Sir Galahad, ridden by Mr. Seth and Mr. Knoll respectively. In 1915, the Chief ponies again did well. Australian Chief won the Trial Plate and was second in the Derby; while others of the stables more than paid their way.

In 1916, Ah Shun trained Mr. Maso's Adventure, on which Mr. Seth won the Grand Stand Stakes; and Australian Chief which carried Mr. E. F. Stewart to victory in the Great Southern Stakes. Pingwu Chief was third in the Derby that year. The winners trained by Ah Shun since his arrival here are too numerous to mention. At the present time he has charge of Knock-uh Leg, Watheau, Nostaran II and Drake, all recent winners, and, with the exception of the last-named, all capable of paying their way if judiciously placed in their engagements.

[Next Week:—Ah Shun's Career.]

AMERICAN FLIERS.

NOT RESUMING FLIGHT YET.

We learn that a wireless message has been received in the Colony through American naval sources to the effect that the American airmen will not be resuming their flight for some days.

The message states that the machines do not expect to get away from Tourane for at least three days after receiving the new engine for the leader's plane from Saigon.

FRENCH PRESIDENTIAL ELECTION.

Big Majority for M. Doumergue.

REMARKABLE POLITICAL INCIDENT ENDS.

(Reuter's Service.)

Versailles, June 13. M. Doumergue has been elected President of the Republic on the first ballot.

M. Doumergue was elected by 515 votes, against 309 votes given to M. Painlevé.

The Communists voted for M. Camerlinat. M. Camerlinat obtained twenty-one votes, and others eight, while there were seven blanks. The total number of voters was 860.

"Hive of Excited Activity."

The Town Palace was a hive of excited activity, all roads to it by noon being crowded with motor cars, bringing not only Senators and Deputies but many members of Paris society.

A meeting of the Left parties in both Chambers immediately prior to the opening of the National Assembly decided to uphold M. Painlevé's candidature.

The Assembly opened at two o'clock in the afternoon, M. Doumergue presiding.

M. Doumergue, though a Radical Socialist, largely owes his election to the fact that the Centre and Right voted for him in order to defeat the official candidature of the Left parties, M. Painlevé, whom the Moderates considered more of a party man than M. Doumergue.

The New President's Career.

The new President began life as a lawyer, and was elected to the Chamber in 1893. He has held office in many Ministries, and was Premier for six months ending June, 1914. At present he is President of the Senate. He is described as a fine speaker, confident, polished, well informed and much respected. He knows England well and is most friendly toward England. Long before the war he advocated the closest Franco-British collaboration. The prospect, therefore, of M. Herriot and Mr. Ramsay MacDonald reaching a complete understanding on pending questions at the forthcoming meeting appears to be most favourable.

M. Doumergue, who is aged sixty-one and who is a southerner, is the first Protestant or bachelor president. He was at one time a member of the Colonial Magistracy, holding posts in Indo-China and Algeria. His election is regarded as a severe blow to the Left bloc, the entire Opposition in the Chamber and the whole Senate including Radicals voting for M. Doumergue.

Paris, June 13.

M. Marsal has tendered the Cabinet's resignation.

The Closing Demonstrations.

Versailles, June 13.

The elite of Parisian society watched the voting from the Galleries, and the whole Assembly burst into loud cheers when the result was announced, the Communists shouting "vive la commune." The demonstration lasted for several minutes, the Centre singing the "Marseillaise" and the Socialists and Communists singing the "Internationale." Premier Marsal immediately afterwards formally invested M. Doumergue with his office. Congratulations followed, M. Painlevé being among the first to extend felicitations. M. Painlevé and M. Doumergue cordially kissed on both cheeks to the delight of the spectators. The military rendered honours, and the crowd cheered as M. Doumergue, accompanied by M. Marsal, left for the Elysée, from which M. Millerand had meanwhile quietly departed. M. Doumergue immediately summoned M. Herriot.

New President's Hopes.

Versailles, June 13.

In his speech at the ceremony of investiture, M. Doumergue declared that he would respect the Constitution as standing above parties. He trusted that the President and Parliament would collaborate to solve the grave problems and enable France to enter upon an era of useful work and peaceful progress.

A Report Denied.

Paris, June 13.

The report that M. Herriot will not accept the Premiership because the President has been elected with votes from the Right, is disposed of by an announcement by the friends of M. Herriot that "whoever is elected President, M. Herriot will answer his call if he is invited to form a Cabinet."

Why M. Millerand Fell.

London, June 13.

The replacement of M. Millerand by M. Doumergue ends one of the most remarkable incidents in the life of the Third Republic. M. Millerand had still over three years of his presidency to run but he too deeply offended the parties of the Left for them to agree to serve under him. They, despite his denials of unconstitutional conduct, contended that he had identified himself openly in the electoral crisis with the National bloc of which he was the founder, while certain reported declarations led to the suspicion in some quarters that he was playing with the idea of converting the Presidency into a kind of personal dictatorship. Moreover, his action as Prime Minister in 1920 in assisting Poland against the Bolshevik invasion and putting down the railway strike has never been forgotten by the Communists and others of the Left.

CHINAS' PROSPECTS.

SIR ROBERT HO TUNG'S VIEWS.

THE ROUND TABLE CONFERENCE.

London, June 13.

Sir Robert Ho Tung was entertained to luncheon by the Overseas League. Sir Ernest Birch, presiding, eulogised the spirit of duty prevalent in the Chinese.

Sir Robert Ho Tung tributed the treatment of Chinese in British Colonies. He admitted that the present situation in China was not encouraging, and declared that on his return he intended to persevere in his efforts to arrange a round table conference. There was no reason why China should abandon the old, excellent traditions while conforming to modern conditions respecting education and civilisation generally. He was sure that China would continue to maintain the honour of the race.

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THE "SEISTAN."

UNSUCCESSFUL EFFORTS TO REFLOAT.

Another Attempt This Evening.

An unsuccessful attempt was made at high tide last evening to pull off the s.s. Seistan, which is aground on the south-west end of Hung Kong Chau island, the stranding of which we reported yesterday.

We learn to-day that when the salvage tug Henry Koswick came back into port last night, it was reported that the stranded vessel was 20 feet up on the rocks, heading S. S. E. There is 3½ fathoms of water under the bows, and eight fathoms aft, so that if the bow can be pulled off there is enough water to float the ship. The water in the No. 1 hold has risen to the level of the 'tween decks, whilst the No. 2 fresh water tank is salted. There are 200 tons of timber in the No. 1 and No. 2 holds, but none of this has yet been taken out. The weather was fine yesterday and two unsuccessful attempts were made by the Henry Koswick to tow the vessel off. The wire haulers broke in each case.

The 68 dock passengers were taken off and brought back to Hongkong by the tug last evening, but the live bullocks and pigs are still on board. There is plenty of water on the island and the Henry Koswick also put a supply of fresh water on board.

The Henry Koswick left harbour again this morning and a further attempt will be made to move the vessel at high tide this evening—six o'clock. Two big anchors will be laid some distance aft of the vessel and with the ship's winches pulling on these and the tug assisting there is a likelihood of her being moved. If this attempt does not succeed the tug will stand by until the morning tide, which is slightly higher than the evening tide, and make another effort. The No. 1 bulkhead of the vessel is intact, and it will be on the strength of this that the vessel will be salvaged, if possible. If the weather holds fine, there is every likelihood of the ship being brought safely into port.

SCOTTISH SONG.

MR. HEUGHAN AT KOWLOON DOCKS.

On the invitation of Mr. R. M. Dyer, Mr. William Heughan, the noted Scottish singer, gave a concert at the Kowloon Docks last evening, when a goodly gathering assembled in the reading room to enjoy the musical treat provided. The programme consisted for the most part of Scottish songs, and it was chosen especially with a view to interesting the young people in Scottish song, the vocalist prefacing his solos with interesting explanations of their origin and meaning—an idea which was as much appreciated by the adults as by the younger members of the audience.

In addition to accompanying Mr. Heughan, Miss Gladys Sayer rendered a number of delightful pianoforte solos on an excellent Collard and Collard grand supplied by the Anderson Music Company. At the conclusion of the concert, Mr. Heughan was given a rousing send-off, the audience singing, "Will ye no' come back again?" as he left the Dockyard. Mr. Heughan and party left by the P. and O. liner Kashgar to-day in continuation of their world tour.

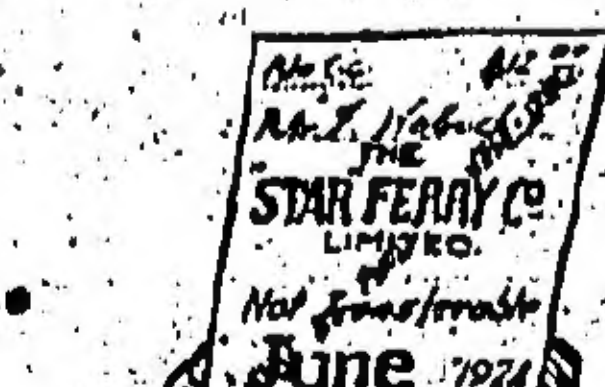
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**HOUSE POSSESSION
JUDGMENT.****NOTICES AND
RECONSTRUCTION.**

Further interesting judgments
dealing with the question of house
possession were delivered by Mr. A.
Dyer Ball at the Summary Court
yesterday afternoon.

The first case was one in which
possession of 40A, Shanghai Street,
was claimed by the landlord. Mr.
Woo was for the plaintiffs and Mr.
J. T. Prior for the defendants. The
agreed statement of facts was read,
at the hearing of the case, and later
it was argued in chambers.

His Honour in delivering his judg-
ment said, the points for the court's
decision was whether the notice was
valid and entitled the landlord to
possession. He had had some doubt
on the question of current notice
and the exact nature of the recon-
struction. He was satisfied the
notice was valid in two respects, (1)
that he had already given a judg-
ment holding that current notices
were not invalidated by the 1921
Amending Ordinance; (2) he had
heard many arguments regarding
the point of "exact nature" of the
reconstruction intended and he was
satisfied that when the intention was
to pull down the whole house and
build another it was sufficient to say
in the notice that he intended to
pull down and reconstruct. In his
opinion "the exact nature" did not
mean more than an accurate descrip-
tion of the form of reconstruction
to be undertaken. If it was a com-
plete pulling down and rebuilding
as that was a normal inter-
pretation of those words.

Intention of Legislature.

Apparently the intention of the
legislature was that the tenant
should know the exact nature of the
reconstruction so that he could de-
cide whether he was able to dispute
the claim for possession or not.

If the intention was to pull down
a portion of the house then the land-
lord should state exactly the extent
of reconstruction he contemplated.
The recent decision of Mr. Justice
Gompertz supported this view as
in that case the landlord stated he
was completely "pulling down and
rebuilding but it was proved he was
going to leave the partly wall.

The ordinance required the "exact
nature" and not "exact particulars"
and therefore it was not necessary
to attach a plan though the offer
of inspection of the plan would be
evidence of the lessor's bona fides.

In the present case he was satisfi-
ed the intention was to pull down
entirely and rebuild and he con-
sidered the wording of the notice
sufficient and that it was valid in
that respect.

He entered judgment for plaintiff
with costs and granted an order for
possession.

On the application of Mr. Prior
His Honour granted a stay of
execution pending the result of an
appeal in which the question of cur-
rent notices was affected.

Wing Lok Street Case.

A second judgment concerned a
claim for possession of 2, Wing Lok
Street, and a cross action by the
tenant claiming damages on account
of certain scaffolding erected in
front of the premises by the land-
lord.

Mr. Armstrong appeared for the
landlord, who at the hearing was
represented by Mr. G. Potter, K.C.,
and the tenant by Mr. E. S. C.
Brooks.

In dealing with the possession
claim first, His Honour said he had
decided in an earlier judgment the

**PRIVATE COURT
MARTIALLED.****BREAKING OUT OF
BARRACKS.**

A Court Martial was held at
Murray Barracks yesterday morn-
ing, the accused being Private
Sidney Wilfred Frederick Arnold,
East Surrey Regiment, who was
charged with breaking out of
barracks on May 24th. and with
absenting himself without leave
from the reveille on May 21 till
12.45 p.m. on May 27.

Mr. Major T. C. Greenwood,
R. G. A., presided and the other
members of the Court were Capt.
D. S. Hey, 2/4 Bombay Grenadiers
and Lt. D. J. Allfree, East Surreys.
Lt. G. W. Kennedy prosecuted
and Lt. E. J. Cooper appeared
as the prisoner's friend.

Lieut. Col. Moore (company order-
ly sergeant), Tito T. Ward (com-
pany orderly corporal), Corpl. T.
Thorne (company orderly sergeant),
Pte. J. Grant (regimental police-
man) and Lieut. Col. G. Matthews
gave evidence as to the defendant's
absence whilst undergoing punish-
ment (confinement in barracks).
Lieut. Kennedy produced the defend-
ant's records which showed that
Arnold had absented himself on six
occasions since enlistment, the last
two being within the last twelve
months. Accused handed in a
written statement to the Court.
He was found guilty and sentence
will be duly pronounced.

MONEY FOR HIS TOMB.

Mr. John Andrus, who is rated
as one of America's richest men,
has ordered the construction of a
mausoleum to hold his remains
at an estimated cost of more than
£70,000, thus surpassing the
mausoleum which William
Rockefeller built at an estimated
cost of £50,000. It was sugges-
ed to Mr. Andrus that the
money could more appropriately
be used for purposes of education,
religion, and the fine arts, but the
millionaire replied that a man's
burying arrangements were his
own affairs, and since he had
been extremely thrifty in life,
always using the "tube" to and
from business, instead of a
motor-car, he thought he might
be a trifle extravagant in death.

current notice which the landlord
gave was not invalidated by the
Amending Ordinance of 1921.

The other point in the case was
whether the exact nature of the
reconstruction was sufficiently set
out. He was satisfied it was and
thought the plaintiff was entitled to
succeed. He entered judgment for
him with costs—payment of rent,
and possession. A stay of 14 days
was granted.

On the claim for damages he said
he had had opportunity of inspect-
ing the premises and he found that
what was said to be scaffolding was
not so at all. Certain scaffolding
poles were placed in front of the
shop but were removed and stacked
alongside the house. This partially
obstructed a door way.

The sole question was whether
the action amounted to trespass.
The law was that the slightest cross-
ing of the boundary constituted a
trespass.

The landlord had contended that
a landlord would not be trespassing
if he put up scaffolding for the pur-
pose of painting the house. The au-
thorities appeared to oppose that
view. The landlord had no common
law right to enter the premises for
any purpose whatever.

He therefore thought there had
been trespass in this case but as
the tenant had suffered no material
injury thereby he could only give
him nominal damages, \$10 and costs.

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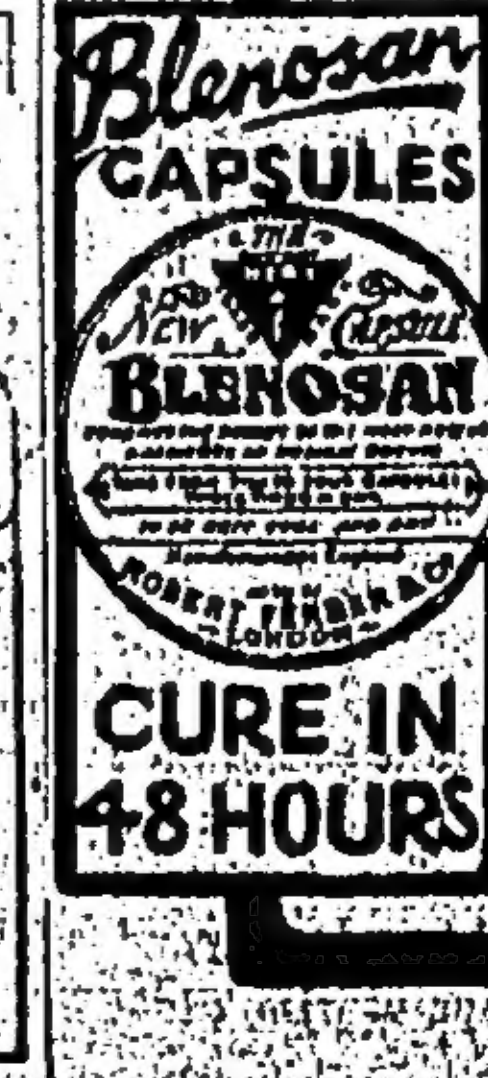
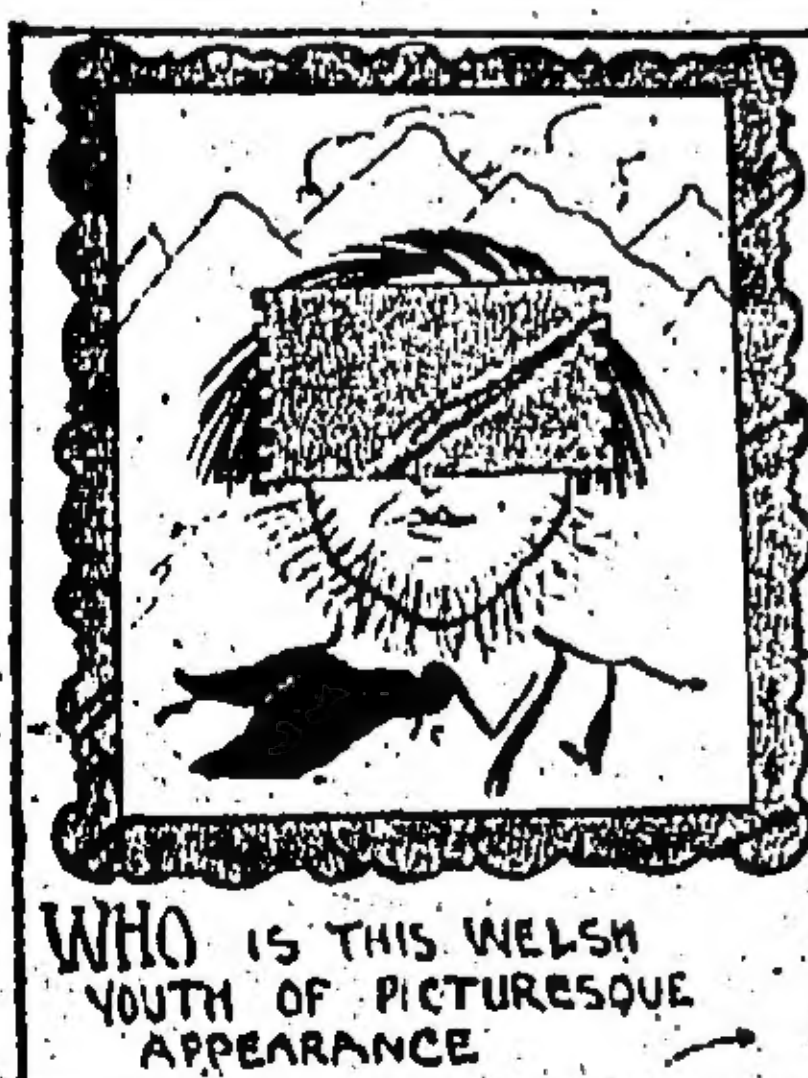
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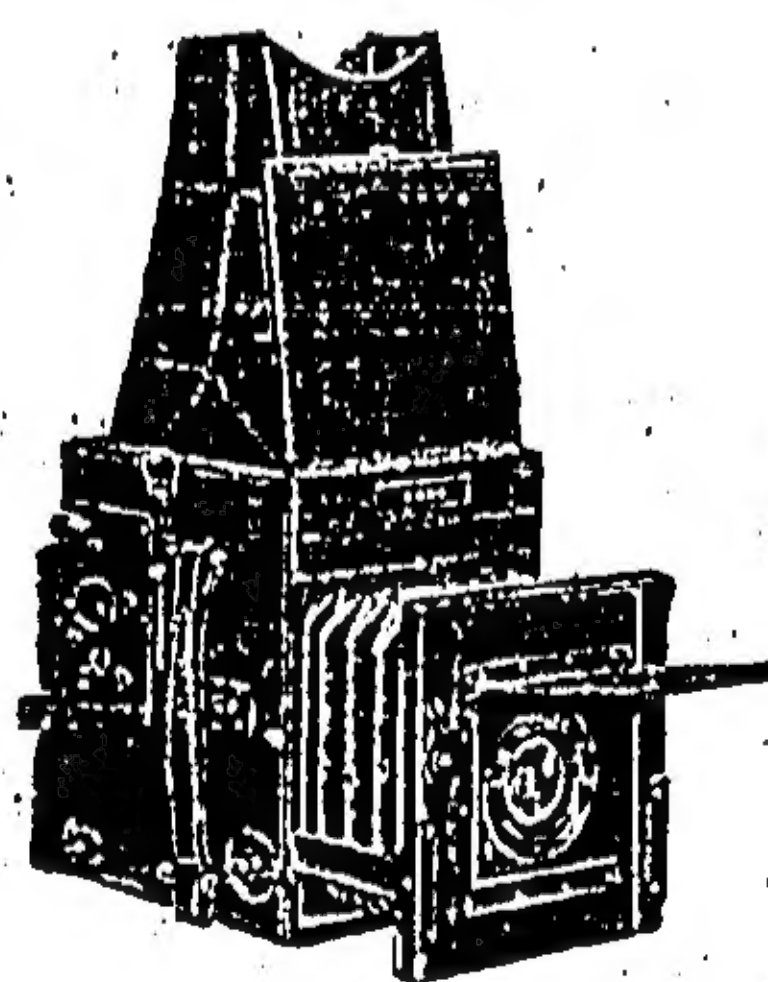
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RENTS CASE.

ALLEGED MALA FIDE ACT.
Before Mr. J. E. Tansell at the
Magistrate's Court yesterday
Cheng Hing-ping and Kwan Wai-
ip, landlords of 161 Queen's Road
East, appeared on a summons
alleging that on the 3rd June they
induced the tenants of the house to
quit without notice by pulling
down the roof and generally
demolishing the building.

Mr. M. K. Lo prosecuted and
Mr. D. McCallum defended.

Mr. Lo said the facts were that
No. 163, belonging to another
owner, had been completely pulled
down, the demolition involving the
party wall separating 163 from 161.
This wall had now been rebuilt up
to the first floor level. Though the
usual practice in these cases was to
store up the side of 161, nothing
had been done. The tenants of the
ground floor of 161 had lived in the
house for 12 years, while those on
the upper floors were also old
tenants. On 17th or 18th May a
man named Lo Yik-lee, who
represented himself as a friend
or agent of the first accused, spoke
to the chief tenant of the ground
floor, a master barber, telling
him that the landlord wanted
to pull down his house and asking
how much compensation he desired
to vacate without notice. The bar-
ber refused to entertain the sugges-
tion as he had no alternate accom-
modation. He maintained the
same attitude at a subsequent inter-
view with the same man on the
21st May, at which the first
defendant was also present.
On this occasion the overtures
were made by the defendant. On
May 31st, a building contractor
spoke to him about compensation,
which he again refused. On June
2nd, accompanied by the con-
tractor and Lo Yik-lee, the barber
saw the first defendant, who said
to him in connection with his
refusal of compensation: "Don't
complain of anything I may do
hereafter, now that you have
refused compensation. I shall
simply carry on in my own way."
Mr. Lo said that when the rent
in respect of the ground and first
floors was collected on June
1st, no mention was made
about the demolition or the
alleged dangerous condition of the
premises. On the morning of June
3rd, the whole roof was taken
down. Prior to this the stairs
leading from the first to the second
floor had been removed, while
some of the steps in the lower
flight had also been dismantled.

Tenants Scared off.
With regard to the second floor
Mr. Lo said the occupants had
removed their valuables for fear of
damage in view of the demolition
of the party wall. The landlord
quartered his servants on that floor,
which was turned into a carpenter's
shop, so the workmen could
do anything they wanted to
drive the tenants away. The
occupants of the second floor com-
plained to the Secretary for Chinese
Affairs that the landlord refused to
accept the rent. The defendant
was sent for, and, despite the
persuasions of the S. E. A., still
refused.

Mr. Lo said the pulling down of
the roof was a mala fide act. The
landlord had no right to do it as the
tenants had received no notice to
quit. On the 3rd June, when the
roof was demolished, the first
defendant was present, encouraging
and urging the workmen to do the
work expeditiously.

Outlining his defence Mr.
McCallum said the pulling down of
the party wall left the
whole of the side of 161 exposed.
Mr. Wanser, architect, who
inspected the premises, considered
the building dangerous, told the
tenants so and ultimately gave
instructions for the roof to be
removed, justifying his action later
by applying to the Public Works
Department for a demolition per-
mit. The P. W. D. went further,
and condemned other parts of the
building. The question was how
far the defendant was liable for
the act of his agent, and how far
in doing that act the agent was
justified. The defendant thought
the building was dangerous, not
only to the tenants but to the
public.

The case was adjourned after the
evidence of two of the com-
plainants.

**THE SHAMSHUIPO
EXPLOSION.****JURY'S VERDICT.**

The enquiry into the deaths of the
four Chinese, who lost their lives
in the Shamshuiipo explosion of the
13th March, was resumed by Mr.
E. W. Hamilton and the jury com-
posed of Messrs. K. M. Fetterly
(foreman), Wong, Cheek-king and
Li Ping, at the Kowloon Magistrate's
Court yesterday afternoon.

Prior to the Coroner summing up,
Mr. Leo d'Almeida, who watched
the proceedings on behalf of the
Kwong Wah-hing Company, address-
ed the jury. There was no doubt
from the evidence that death was
due to the explosion, but what they
were to find was how the explosion
was caused. Mr. Labatt had told
them different ways in which the
fire might have been caused and
also said that the only negligence
on the part of any person was the
mixing of the potassium chlorate
with sulphur. Mr. Packham had said
that prior to the explosion he him-
self would have stored both stuffs
together, and the way in which the
codies had transported the powder
from the godowns to the junk was
also what Mr. Packham had told
the court he would have used.

Responsibility.

Also, after the goods had been
taken outside the godowns the
responsibility did not lay with his
clients. It was a common mer-
cantile practice to sell goods ex-
godown. As far as the Kwong Wah-
hing were concerned, they were in
no way to be blamed. There was no
regulation that chlorate of potash,
sulphur and saltpetre were not to
be kept in the same godown. There
was only a regulation that people
who have such goods should have a
permit.

If the explosion had occurred in
his client's godowns then they could
be held responsible and might
have been found guilty of
negligence. The question of
having no licence for storing the
goods was not a point for the jury.
The Company had already been
summoned for that offence. Mr.
d'Almeida added that outside of
the family there was nobody more
sorry for the deaths of the deceased
than his clients were.

The Coroner summing up, said
that it was a case in which nearly
every point connected with it
was covered by the evidence and
the jury would have no difficulty
in arriving at a verdict. He was of
the opinion that the fire had start-
ed on the prayu wall, where there
was a mixture of sulphur and
potassium chlorate. The latter by
itself was not dangerous, but the
mixture of the sulphur made it dif-
ferent. As regards the question of re-
sponsibility he was not quite sure if
he agreed with Mr. d'Almeida. When
selling anything dangerous there
was a certain amount of responsi-
bility. The jury were not asked to
return anything as regards the
godowns not having a licence, un-
less they thought that the fact that
they had no licence might have con-
tributed to the explosion. The one
sole thing that they had to consider
was if there had been any negligence
on the part of the firm.

The Verdict.

The jury returned the following
verdict and riders: That the deaths
of the persons were caused by an
explosion of chlorate of potash com-
bined with sulphur and saltpetre in
a lighter which had loaded these
commodities on the 13th March.

The first rider added was: That
the explosion would have been
avoided had either the vendors or
the buyers taken the precaution to
ascertain the nature of the com-
modities in which they were trad-
ing, and had they exercised the pro-
per care such knowledge would have
prompted.

That this precaution was not
taken, and the fact that the godowns
used for storing these commodities
were not licensed, manifest negli-



Pounds of
fragrant refreshment!



ATTENDED to just the
right way! Handle a
ten years in India
the critical suc-
cess of Brooke Bond
Breaders. By con-
tinental testing and
experiment at an
average standard of
excellence is assured.

MANY and many a time, we
hazard, you would have been
glad of a single ounce of it.
Where is the man or woman in this
tiring climate who has not, at some
time, sighed for really good tea—and
sighed vainly.

Every cup of tea made carefully and
correctly from Brooke Bond vacuum
packed tea is fragrant, flavory and
refreshing. It is a combination of
pure high quality teas, blended in just
the right way, and vacuum packed
to keep it absolutely fresh.

Pounds of fragrant refreshment!
For a blend as good as this, that is a
better, a truer, description than any tea!

You'll prefer
Brooke Bond
the good tea in the
tin that keeps it good



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P.O. Box 182, Calcutta
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ALAN, ROSS & CO.
Hong Kong

gence on the part of the vendors
and also on the buyers.

The second rider was: The jury
recommends that immediate effect
be given to a regulation prohibiting
the import, export, storage, or
transport of chlorate of potash ex-
cept in bags contained within casks
or barrels or other protection equal-
ly efficient; prohibiting the storage
in the same godowns with powdered
commodities of any description or
liquids or solids of an inflammable
nature; prohibiting the storage of
potassium chlorate within dangerous
distance of dwelling houses and
making it compulsory to obtain a
permit from the proper authority
for the transport of chlorate of
potash from place to place in the
Colony.

The Coroner said that he would
see that the jury's riders were for-
warded to the proper quarter, and
expressed his regret that he did not
have the power of a judge to excuse
them from jury service for a time.
He would, however, apply to the
proper quarter, to see if he could
do so.

BASEBALL.

**HONGKONG V. CLUB
DE REC.**

The Hongkong line up for to-
day's game will be as follows:
O'Connor C. F.
Wilson 2nd Base.
Ryan 1st Base.
Lane (or C. Shank) Short Stop
Dowrick 3rd Base.
Joyner L. F.
Hogan R. F.
C. Shank (or Bradford) C.
E. Shank P.
The workout on Wednesday
showed a marked improvement in
all departments. Lane was in uni-
form and it is hoped he will play.
With Joyner, O'Connor, and Hogan
in the outfield, this looks the best
yet turned out.

Indications are that E. Shank
will be able to work right through
the game, as his pitching on Wed-
nesday was extremely encouraging.
Werskul, Finnan and Logan will
be on the bench ready for
emergencies. Weather permitting,
the game will commence at 4.30
p.m. with the prospects of a satisfy-
ing show.

The Queen's Theatre

PLEASURE HOUSE DE-LUXE

To-day to Monday next

HENRY ROUSSELL

Presents

EUROPE'S MOST FASCINATING SCREEN STAR

RAQUEL MELLER

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"IMPERIAL VIOLETS"

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A Love Romance of a Beautiful Florist.
The splendour and luxury of the court of
Napoleon and Empress Eugene are revived
with all its details.

SPECIAL DRAMA IN EVERY SENSE
OF THE WORD. SPECIAL IN
THEME, IN PRODUCTION, IN
ELABORATENESS

Usual Prices

Book your seats early

SKETOCIDE

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Sprayed about the room and in cupboards, trunks,
etc., instantly kills all Mosquitoes, Flies, Moths, Ants,
Silverfish, etc.
Non-staining Non-poisonous.

In Tins.
Pints, \$1.10. Quarts \$1.80. Half Gallons \$2.25. Gallons \$5.50.
Sprayers 70 cts. each.
THE PHARMACY.

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LENER, STRING & QUARTET
in a Complete Mozart Quartet

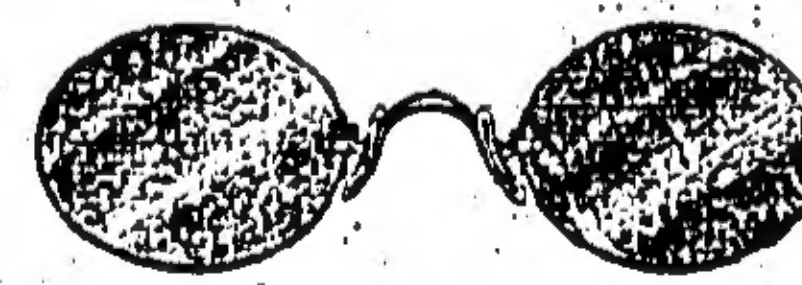
L 1545 QUARTET IN C MAJOR, in Eight Parts: (Mozart)
Part 1—(a) Adagio; (b) Allegro (First Half)
Part 2—Allegro (Concluded)
L 1546 Part 3—Andante Cantabile (First Half)
Part 4—Andante Cantabile (Concluded)
L 1547 Part 5—Menuetto—Allegretto (First Half)
Part 6—Menuetto—Allegretto (Concluded)
L 1548 Part 7—Molto Allegro (First Half)
Part 8—Molto Allegro (Concluded)

The rich harmonies, the graceful Minuet, and
the brilliance of the finale go to make this one of
the most beautiful quartet recordings ever heard,
the more to be prized in that it is complete.

Complete in Art Album.

PURE MUSIC NO SCRATCH

ANDERSONS



Have you been affected by any distressing symptoms of eyestrain?
Have you been tormented with all sorts of remedies and have been given
over to painful anxiety?

That's the defect of refraction. Come and consult with our
optometrist.

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For WOUNDS, SORES & INJURIES

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WANTED.

REQUIRED: Experienced Book-keeper with knowledge of Share Transfer work. Apply fully in own handwriting to Box No. 1150 "Hongkong Telegraph."

WANTED.—From November 1st, for six months, one year or longer, five roomed house or flat on Peak or mid-level. Furnished or unfurnished. Apply Box No. 1151 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—"Lugland" West, No. 20, Peak Road, eight-roomed house with Tennis Court attached. Apply to P.O. Box No. 781.

TO LET.—VACANT FURNISHED FLAT, Kowloon; 2 large rooms and piano, separate bathroom, cookhouse & servants quarters. Near Ferry. \$130 per month. Apply Box 1147 c/o "Hongkong Telegraph."

TO LET.—Office in Central position. Apply THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

PRIVATE HOTEL 1, Victoria Gardens, Kowloon. Next door new hotel. Full board from \$4 per day. Special rates for families. Telephone K. 357.

TO LET.—Centrally situated ground floor premises suitable for a Bank or Shipping Office. Also few office rooms. Apply P.O. Box 259.

TO LET.—Ellenbud Villas. Apply E. T. H. Bunje, c/o H.M.H. Nemazee, Prince's Bldg.

TO LET.—Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Etc. Apply to HONGKONG & TERRITORIAL ESTATES LTD.

Unfurnished flat vacant immediately, with or without board, Hongkong side. Apply Hongkong Small Investors' Share & Real Estate Co., Tel. 4630.

FOR SALE.

FOR SALE.—One Willy's Knight Motor Car. Sound Condition. Owner using at present. Trials granted. Apply Post Office Box 440.

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED to No. 10, Des Vaux Road Central (1st floor, The Bank of East Asia).

CLARK & IJ.
Architects & Civil Engineers.
Hongkong, June 10th, 1924.

NOTICE.

We beg to inform you that Mr. L. Ashcroft has taken up his position as Resident Secretary for the Division of South China of this Company as from the 8th of June, 1924.

Mr. Ashcroft is authorized, in conjunction with the Manager, to transact the usual business of the Company for South China.

The Sun Life Assurance Company of Canada,
15, Queen's Road Central,
Hongkong.
F.M. WELLER,
Manager.

L. ASHCROFT, Resident Secretary.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—
A. H. Carrol J. F. Grose
M. A. Razack V. Yvanovich
J. W. Kow A. P. Greaves
W. J. Carroll H.M.H. Esmail
O. Kitchell Sou Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares Soo Poi Shao
H. E. Edwards

By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

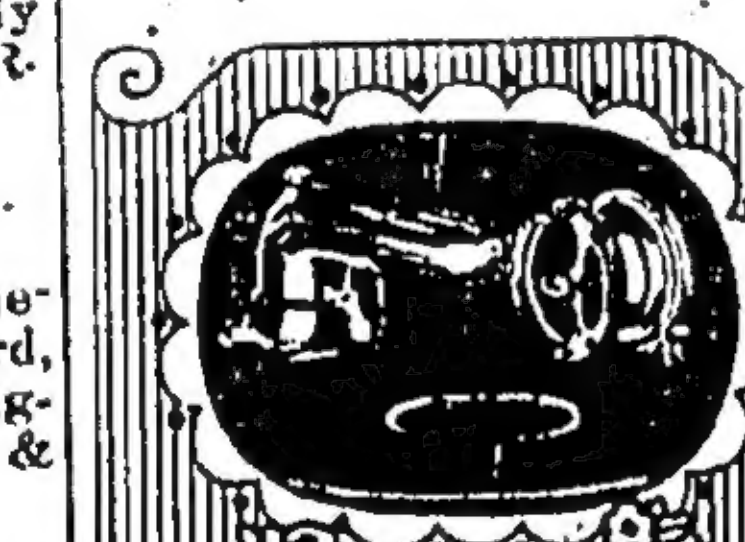
HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange:
Abraham, E. Logan, W.
Alves, A. A. Matheson, R. T.
Bagram, J. T. Nisim, A.
Benjamin, V. Perry, I. S.
Birkett, H. Poston, R.
Croucher, N.V.A. Potts, Geo. H.
Ellis, E. E. Potts, P. C.
Gould, Joseph. Raymond, E. M.
Gutierrez, A.A. Silva, P.M.N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Tester, P.
Lammert, H.A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.

HUNGRY—YET AFRAID
TO EAT!

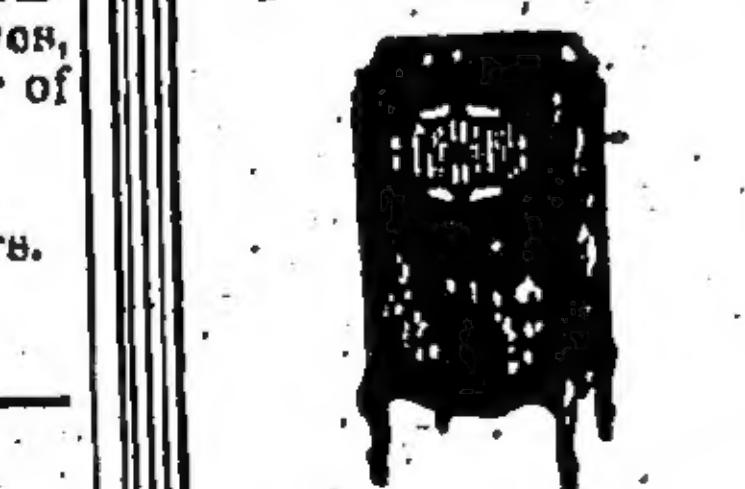
Such is the plight of thousands. They dread meal-times, for they know that suffering will follow; they know that, diet as they will, digestive disorder is remorseless, and it has them in its grip. The pity of it is that such suffering is quite unnecessary, as any doctor can tell you. A little Bismarck Magnesia, taken in water (or a couple of the tablets swallowed) will instantly neutralise the harmful acid which gives rise to the trouble, and thus prevent all possibility of discomfort. You'll suffer no more from stomach troubles or weakness of the vital organs if you go to the nearest chemist, get a package of this sure cure, and take as directed. Remember, a dose of Bismarck Magnesia will stop the worst attack of stomach pain instantly, and you've only to take the preparation for a very little while to feel a different person altogether—healthier, happier and—brighter. See the oval "BISMARCK" Sign on the wrapper when buying.

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A. S. WATSON AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of A. S. Watson and Company, Limited, will be held at The Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on SATURDAY, the 21st day of June, 1924, at 11.30 o'clock in the forenoon, when the Subjoined Resolutions will be proposed as Special Resolutions.

1. That the authorised capital of the company (which is now) \$900,000, consisting of 90,000 shares of the nominal value of \$10, each of which the whole have been issued by the company (which is now) by the creation of 60,000 additional shares of the nominal value of \$10 each such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit and to rank (subject as hereinafter mentioned) as from the date of allotment for dividend and in all other respects pari passu with the shares constituting the company's present capital.

2. That there be offered at par in the first instance to the members of the company, who, on the 7th day of July, 1924, are registered in the company's Register as holders of the said 90,000 shares one new share for every complete number of three old shares held by them respectively and so that on acceptance of the offer the nominal amount of \$10 due in respect of each of such new shares shall be payable as to the sum of \$5, part thereof, on the first day of November, 1924, and as to the sum of \$5, the balance thereof on the 1st day of May, 1925.

3. That such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer, if not accepted by the member on behalf of himself or his nominee, will be deemed to be declined and that the Company's Board of Directors be at liberty to fix such time and (in case of shareholders whose place of address is not in Hongkong) to extend it to such date or dates as they may think fit.

4. That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any old share or shares held by such shareholder.

5. That until such time as the said new shares shall be fully paid up they shall vis-a-vis the said 90,000 old shares only rank for dividend in proportion to the ratio borne by the amount paid up thereon in respect of the nominal value thereof to the full nominal value (\$10) thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Company will be held at the Hongkong Hotel, Pedder Street, aforesaid on MONDAY, the 7th day of July, 1924, at 11.30 o'clock in the forenoon, for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming if thought fit as Special Resolutions the above mentioned resolutions.

The Transfer Books of the Company will be closed from Saturday, the 28th day of June, 1924, to Monday, the 7th day of July, 1924 (both days inclusive), during which period no transfer of shares can be registered.

Dated the 11th day of June, 1924.
JOHN D. HUMPHREYS & SON,
General Managers.

NOTICE OF REMOVAL.

WE have this day removed from No. 37, Queen's Road, Central, to the 3rd floor, Bank of Canton Building, No. 6, Des Vaux Road, Central.

LEE & RUSS,
Solicitors.
Hongkong, May 31st, 1924.

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

HOLT'S WHARF KOWLOON

In the event of the consignees not taking delivery of the undermentioned Goods by 20th June they will be sold at public auction to defray cost of Storage etc.

Lot	Marks.	Nos.	Pkgs.	Date of storing.
35117	R N 933	37/8.	7 c/s Melton	29/10/20
		31/5.	" "	
36470	R N 845/S	5/8.	4 " Fell Hats	1/1/21
36719	" "	9/15.	7 " do	18/1/21
28248	R N 561	469,277.	2 " Brandy	1/12/18
			(contents empty bottles)	
28727	A L T P O		43 c/s Wine	28/3/19

Lot	Marks.	Nos.	Pkgs.	Date of storing.
34689	F K 64	91/2	2 c/s Woollens	13/10/20
34933	—580—	102/3.2	" do	27/10/20
	—611—	95/8.4	" do	do
		104/1	" do	do
35411	447	110/11.2	" do	12/11/20
	147/572	112/1	" do	do
	672	113/1	" do	do

Lot	Marks.	Nos.	Pkgs.	Date of storing.
34665	S C T Co.	1/10.10	c/s Window Glass	6/10/20

Lot	Marks.	Nos.	Pkgs.	Date of storing.
20946	K A JMC	3 boxes.	Tinplates	23/10/19

BUTTERFIELD & SWIRE
Agents, Holt's Wharf.
Hongkong, 10th June, 1924.

WHITEAWAY'S

Special Value
THREE PART BEDSTEAD.

THE BEST VALUE ON
THE MARKET
Price \$15.50 each.

MATTRESSES - - - - \$11.50 each
PILLOWS KAPOK - - - \$ 2.95

ALL BEDDING GUARANTEED TO
BE PURE FIRST CLASS FILLING.

Whiteaway, Laidlaw & Co., Ltd.

IS YOUR WEDDING RING
BRASS

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Saturday the 14th, June 1924 at 11 o'clock a.m. at Kung Yuen Godown, West Point (for account of the concerned) 200 Piculs Tung Kun Sea Grass "Mountain Mark No. 1." Terms:—Cash on Delivery LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Thursday, the 19th June 1924, commencing at 11 a.m. at their Sales Room, Duddell Street

A Quantity of Valuable Household Furniture comprising:—Teak Dining Table, Dining Chairs, Large Teak Side Board, with Bolled Mirror, Dinner Wagon, Mantel Piece, Book Case, Glass Cabinet, Glass Ware, Brass Ornaments, New Carpets, Rugs, etc., etc.

Brass Bedsteads, Single and Double Teak Bedstead with Mattresses, Single and Double Teak Wardrobes with Glass Doors, Teak Chest of Drawers, Pictures, Ice Chest, Enamelled Bath, etc., etc.

also One Cabinet Gramophone and few doz. Records One Perambulator and Several Sets Ma Jong Catalogues will be issued. On View from Wednesday the 18th. June 1924. Terms:—Cash on delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions from the Executor of the estate of the late Hon. Mr. A. R. Lowe to sell by Public Auction on Friday, the 20th, June, 1924, commencing at 2.45 p.m. at "Kellie Lodge" No. 18, The Peak

A Quantity of Valuable Household Furniture comprising:—Teak Hatstand, Chesterfield Couch and Chairs, 1 c/s, Teak Extension Dining Table, Dining Chairs, Teak Sideboard, Dinner Wagon, Book Cases, Ice Chest, Carpets, Curtains, Glass Ware, Pictures, Brass Ornaments, Overmantel, etc., etc.

Brass Bedsteads, Double and Single Teak Bedsteads, Double and Single Wardrobes with Glass Doors, Chest of Drawers, Dressing Tables, Wash Stands, Screens, Books, etc., etc.

Plants, Forns, Lawn Mower, Stone Roller, etc., etc. also One Grand Piano by Pleyel Catalogues will be issued. On View from Thursday the 19th, June 1924. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

NOTICE TO CONSIGNEES OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "ANCHISES" are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 13th. June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 20th. June, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd July, or they will not be recognised. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 13th. June, 1924.

THE Property consists of:—ALL THOSE pieces or parcels of ground situate at Kowloon in the Colony of Hongkong and respectively registered in the Land Office as KOWLOON INLAND LOTS Nos. 1171 and 1172 together with the messuages or tenements erections and buildings thereon.

Particulars and Conditions of Sale may be obtained either from:—Messrs. DEACONS, 1, Des Vaux Road Central, Hongkong, the Vendor's Solicitors, or from Messrs. LAMMERT BROS., the Auctioneers.

HUGHES & HOUGH LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned), on TUESDAY, the 17th June, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., comprising:

Dining Suite, Waterfield Sofas, Arm-chairs (new), a Table, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggon, Dinner Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, &c., &c.

Also 1 New Carpet size 3 x 4, 1 Piano by Erard, 1 Piano by H. Hicks & Son, Ltd., 1 Hall Clock (in good condition), 1 Phonograph (new). (Full Particulars from Catalogue). Terms:—Cash on delivery. HUGHES & HOUGH, LTD., Auctioneers. Hongkong, 12th June, 1924.

BY ORDER OF THE MORTGAGEE PARTICULARS AND CONDITIONS OF SALE of TWO VALUABLE LEASEHOLD PROPERTIES situate at

Ho Mun Tin, in the dependency of Kowloon, the Colony of Hongkong, and known as Kowloon Inland Lot Nos. 1330 & 1343 with Messuages and Buildings thereon now known as

No. 6 Liberty Avenue and No. 2 Victory Avenue respectively to be sold by PUBLIC AUCTION IN TWO LOTS on the 18th. Day of June 1924. at 3 o'clock p.m.

at their Sales Rooms, Duddell Street, Victoria, Hongkong, by Messrs. LAMMERT BROS., Auctioneers.

For further particulars and conditions of Sale, apply to:—Messrs. LEE & RUSS, Vendor's Solicitors, 37, Queen's Road, Central, to Messrs. LAMMERT BROS., The Auctioneers, Duddell Street.

BY ORDER OF THE MORTGAGEE PUBLIC AUCTION VALUABLE LEASEHOLD PROPERTY situate at AUSTIN AVENUE KOWLOON and known as Nos. 1, 2, 3, 5, 6, 7 & 8 AIMAI VILLAS to be sold by PUBLIC AUCTION on MONDAY, the 7th day of July, 1924, at 12 o'clock noon IN ONE LOT by Messrs. LAMMERT BROS., Auctioneers, at their Auction Rooms in Duddell Street.

The Property consists of:—ALL THOSE pieces or parcels of ground situate at Kowloon in the Colony of Hongkong and respectively registered in the Land Office as KOWLOON INLAND LOTS Nos. 1171 and 1172 together with the messuages or tenements erections and buildings thereon.

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The Midnight Follies Shanghai
Also late of

"The Globe Trotters"

Starring Engagement
of
CHARLES HOLT
RALPH SAWYER
in

Songs, Burlesque, Dancing and Humor.

Featuring:— "Salome Dances"
"Ain't it nice"
"Stole my Gal" etc., etc.



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of Mah Jongg Sets
in Hongkong, be-
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fact that
WE ARE
SPECIALISTS in taking
CHILDREN'S PHOTOS who

you look at the "Telegraph's"
Picture Page (Saturday the 31st.
May) containing photographs
taken by us of some Hongkong
entrants for the British Empire
Baby Competition.

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AND
ALL KINDS OF
PROVISIONS
OF THE
HIGHEST QUALITY

AND
THE VERY BEST
WINES
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SPIRITS

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STORE**

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**WATERPROOF
WRIST WATCHES**

in Sterling Silver and Gold
Prices from \$22.50

SHERIFF BROS.

69, Queen's Road, Central.

MASSAGE HALL
25 WYNDHAM STREET

MRS. H. MORITA.
MR. H. SUGITA.

LONDON PLAYGROUNDS.

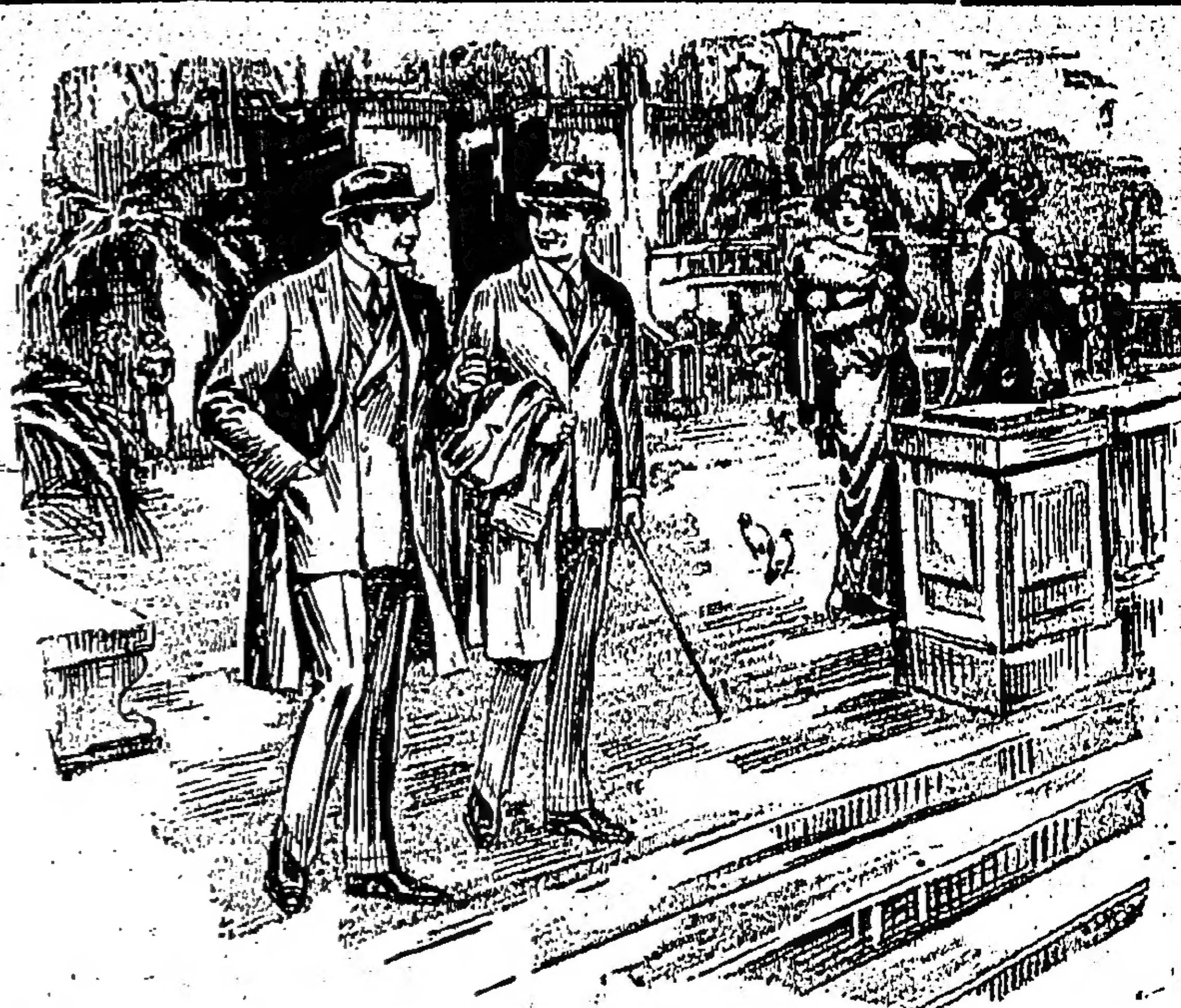
New Scheme for White City.

Complaint is again being made
of the shortage of playing fields
in London. Both the middle and
poorer classes are involved. Sir
Arthur Crossfield, in a letter to
the Times, suggests the acqui-
sition of the White City. At present
the White City, although used
from time to time, as now for the
British Industries Fair, is not
fulfilling its destiny. Sir Arthur
Crossfield points out that tens of
acres of tennis courts could be
constructed there as required,
with scarcely the use of a spirit
level, so flat is this area of land;
and these would provide accom-
modation for scores of clubs, who
would be only too thankful to
pay a substantial annual sum
for it, great as would be the
saving to them in time and ex-
pense; while the site is extensive
enough to give ample opportuni-
ties also for the playing of cricket
and football, of hockey and
lacrosse, and other less exacting
outdoor games like bowls and
croquet. The scheme has attract-
ed attention, but is said to be im-
practicable owing to its probable
cost. The White City is an im-
mensely valuable property, and
the price which would have to be
paid for it is believed to be far
too high for the local authorities
of London to consider. Some
time ago a proposal was brought
forward to buy a few acres for
conversion into a playing field,
and it was hinted that the price
for these few acres would be
about £50,000.

Particulars of another enter-
prise with same object are given
by Mr. Basil Holmes, secretary
of the Metropolitan Public Gar-
dens Association, which is ever
on the look-out for open spaces
to preserve for the people's use.

FOR SOUTH LONDON.

Mr. Holmes says that his
association has been for some
time past in communication with
the owners of a place for the
playing of games, which would
benefit the whole of South Lon-
don—namely, Charlton Park,
Greenwich, approximately 108
acres in extent, together with a
Jacobean house and extensive
outbuildings all in a very good
state of preservation. A definite
offer has been received of this
estate for £60,000, holding good
for two months. This has been placed
before the Greenwich Borough
Council, but Mr. Holmes adds
that the greatest stimulus to the
project would be help from
private sources.



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something that stands out alone. This is the
height we endeavour to reach in the execution
of all orders placed with us—no matter how small
—whether for a collar or a raincoat. We aim at
PERFECTION.



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and SIZES that every taste and
figure can be suited.



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RAINGUARD

MACKINTOSH

at \$21.50

— is extremely light, (19 ounces)—wonderfully
strong and will withstand the keenest test.
(Other qualities \$16.50 and \$35.00, with or
without belt.)

Agents for—

BURBERRY

and **NICHOLSON'S**

CELEBRATED RAINCOATS

These are in stock in all qualities
from

CABERDINES	ALSO	\$60.00
RUBBERED WATERPROOFS		\$42.50
		\$18.50



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"KELTIC"

WATERPROOF

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The footwear with the guaranteed wear.

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ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

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LENGTH ON BLOCKS 750 FEET.

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TELEGRAMS TO 212

CABLE PLUG "OVER" AND "PENHANT"

Is Your Wedding Ring
BRASS

NEAPOLITAN GHOST STORY.

Runaway Boy and Mysterious Guide.

The following curious story
comes from Naples. A little boy
of six years old ran away from
his home at Aversa—about
twelve miles from Naples—to
escape from his stepmother, a
woman of violent character who
searched for him in vain, his
father informed the police, and
just before Easter Pasqualino
was discovered at Naples with his
grandmother. The old woman
told how, a few days before, she
had heard a knocking at the door,
and, on opening, she had seen, to
her extreme astonishment, her
small grandson standing there
alone.

"Who brought you here?" she
asked.

"A woman," answered Pas-
qualino.

"What woman?"

"I don't know," said the child;
who then told his grandmother
that he had run away because his
stepmother beat him but had got
frightened, not knowing where to
go. While he was wandering
about the streets of Aversa a
woman came up to him and took
him by the hand. Without speak-
ing, she lifted him on to the elec-
tric train that runs between
Aversa and Naples, holding him
closely to her all the way. At
Naples she led him to his grand-
mother's house, knocked, gave
him a kiss and left him.

"Had you never seen her
before?" asked the wondering
grandmother.

"Never, but she was like that,"
said the boy, pointing to a photo-
graph of his own mother that
stood on the table—his mother
who had died when he was only
a few months old.

Wm. Powell, Ltd.

Gentlemen's [Complete] Outfitters.

HONGKONG HOTEL BUILDINGS, PEDDER STREET.

It has been stated on very high medical authority that food contaminated by cockroaches produces **CANCER** in the human subject.

EXTERMINATE THEM WITH BEETLE VIRUS.

It possesses powerful antiseptic and desiccating properties. The cockroaches **disappear** and **die underground**; the dead cockroaches become mummified, and no objectionable results arise from them.

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CHEMISTS & DRUGGISTS.

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YORK FIREPROOF SAFES AND VAULT DOORS

The best, safest & cheapest
insurance for all your records
and valuables.

All safes fitted with a combina-
tion lock & seven flange door
with additional inside steel door
---an extra fireproof protection.

A complete range of safes in
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from \$240.00 to \$1,200.00

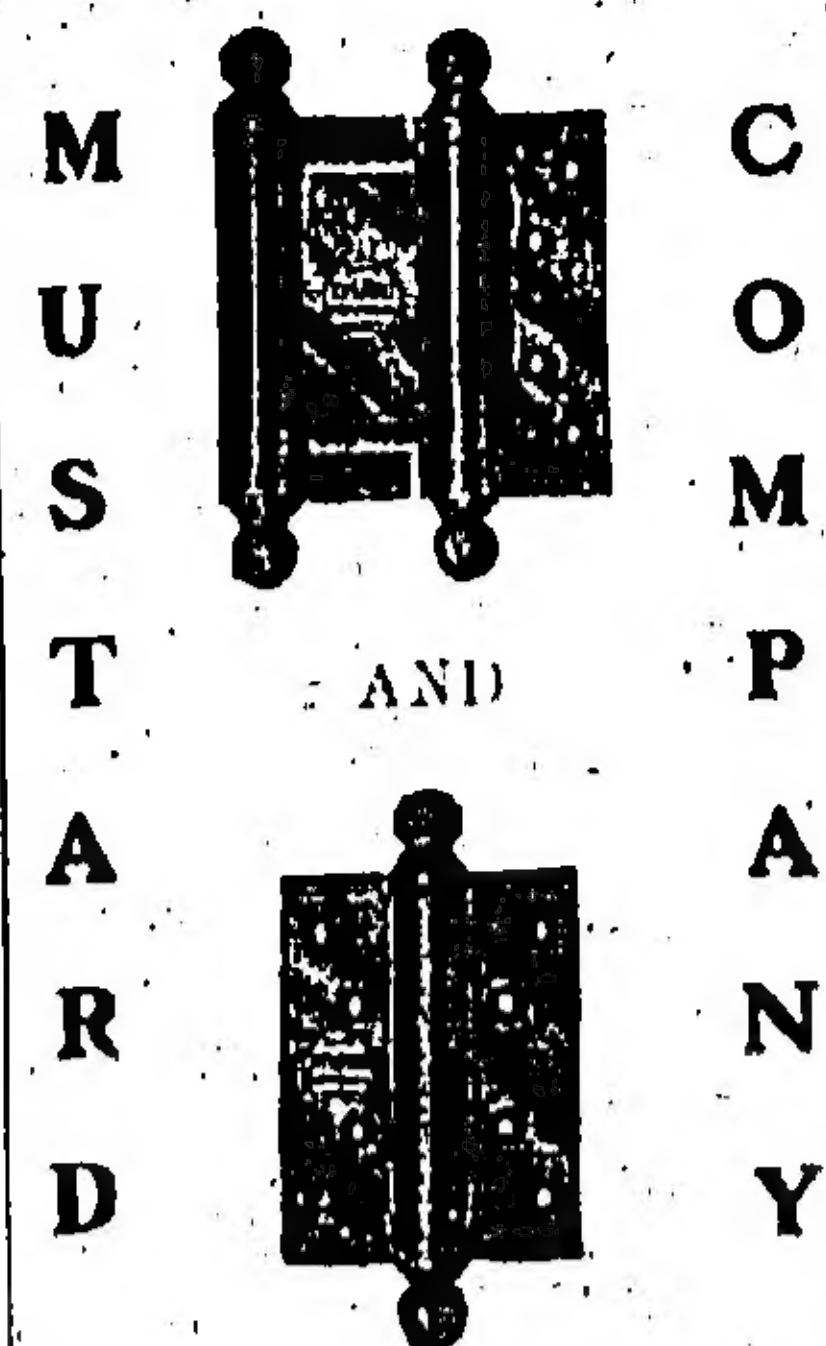
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British Firms.

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(CHICAGO) SPRING HINGES



17, Connaught Road, Central,
Tel. Central 1180.

The Telegraph.

HONGKONG, 14th June, 1924.

PORT DEVELOPMENT.

The projected construction of a big berthing quay at North Point, particulars of which were published by us yesterday, marks an important advance in the development of this port. It is many years since commercial men first commenced to look around for an addition to the present harbour facilities; for it was long ago realised that this is a constantly expanding trade and shipping centre, and that the time can not be far distant when such accommodation as we have will prove inadequate. There have been many faults committed by shortsightedness in the past which are glaringly evident now, and the loss of a valuable stretch of foreshore where the railway runs at Kowloon is one of these. Narrow streets, badly planned housing, and other evils have to be put up with as best we can, but the delay in carrying out harbour works is not defensible, as it affects the very life of this place. The Colony has the money, and there is the power to spend it, and advisers have not been lacking as to the best methods of laying out this expenditure, but it seems nothing definite has yet been planned by the authorities. So now, when we find private enterprise stopping in, we cannot but rejoice at this evidence of commercial progressiveness.

Last year the public had an opportunity of studying the great Hungnam Bay scheme submitted by Sir Maurice Fitzmaurice, which had a good deal to recommend it, but meant a tremendous expenditure and vast labour. As far as the public know, the Government has not definitely turned that project down, but authoritative pronouncements on the matter have not been forthcoming. Then there was the excellent wet dock scheme of Captain Davison. There has been some speculation as to whether the funds accumulated through wartime shipping control, and apparently earmarked for port development, will be used towards the Fitzmaurice scheme or for some other plan, but the Government has not disclosed to enquirers what its intentions are. We can only trust that harbour development work is not going to be left entirely to private capital, whilst at the same time we welcome the signs of a healthy

activity on the part of men who are not waiting for an official lead. At North Point we have Chinese interests, in conjunction with a foreign firm of contractors, proposing to spend something near three million dollars altogether in providing extended berthing and storage facilities, and though this will probably be to the advantage of a particular line of ships it nevertheless means an addition to the general amenities of Hongkong as one of the world's biggest ports. We believe the North Point reclamation is to see further developments in the not distant future, and the Praya reclamation scheme is also a big item in the commercial future of this Colony, but there is room for even more ambitious projects at other places, and the Government should not let its participation become one of merely trading in desirable sites. Let it not be said by coming generations that we failed to foresee the needs of our heirs, successors and assigns.

Republican Choice.

For the forthcoming Presidential election in the United States, the Republicans have experienced no difficulty in making the choice of a candidate. President Coolidge, who has held office since the death of the late President Harding, has been accepted by the Convention with practical unanimity. His case is illustrative of the rapid rise in political life which is so common in America. Glancing over "Who's Who in America" for 1917, we find that his name is not even mentioned therein. It was in 1919 that he rose to national political prominence, when he was mentioned for the Republican nomination to the Presidency, but it was as Vice-President that he was later chosen. Prior to this, he had run for various offices, State and Municipal, on seventeen occasions, and he succeeded every time. Born on a farm in humble circumstances, he helped his father in odd jobs during his early life, but eventually his parents managed to save sufficient money to send him to college, and in his senior year at Amherst he won a gold medal for the best essay on the principles of the Revolutionary War, the contest being open to undergraduates of all American colleges. Later he adopted law as his profession, with marked success. He is a typical New England gentleman, quiet to the point of taciturnity in his speech, and has a Puritan respect for law and order, which he clearly showed when as Governor of Massachusetts he refused to compromise with the leaders of the Boston police strike. He was born on July 4th, 1872, and is the only President who claims the national holiday as his birthday.

The American Fliers.

There appears to have been a deal of needless anxiety in the United States and in Shanghai as well regarding the safety of the American world fliers, but, happily, events show that there has been no serious mishap. What first started the fear that all was not well was the fact that no one appears to have despatched telegraphic news of the airmen's arrival in Haiphong from Hongkong. In the absence of information, seeing that their departure from here had previously been spread broadcast, it was only natural that some anxiety should be felt. By this time, however, all doubts have been set at rest. Incidentally, this is the second occasion on which the flight leader has been delayed on account of engine trouble, for he was behind the others in his arrival at Shanghai from Japan. It is quite possible that the heavy weather passed through in the earlier stages of the flight strained his machine. Be that as it may, everybody will now join in the hope that the brave world fliers have come to the end of their troubles, and that the rest of their long flight will be marked by no untoward incident of any kind.

AMERICA'S TRADE FIGURES.

Washington, June 13.
The U. S. imports in May were 305 million dollars, and for eleven months 3,282 million dollars; and the exports were 336 million and 4,005 millions respectively. *Reuter's American Service.*

DAY BY DAY.

IT IS MUCH MORE IMPORTANT NOT TO BE A DAMNED FOOL THAN TO HAVE MUCH TALENT. — *Mr. Bernard Shaw.*

A Reuter's message from Bombay states that the monsoon has burst.

Newchwang has declared Canton in quarantine, says a Harbour Office notification.

On June 30th, Inland Lot 2487, near Broadwood Road, is to be sold by auction. The area is about 29,000 square feet and the upset price \$9,470.

As a result of a shock received by accidental contact with an electric wire at Third Street, a boy was taken to the Government Civil Hospital yesterday.

It is notified that the Kung Yik Bank, Limited, will be struck off the Companies Register, if it fails to obtain a certificate to commence business within two months.

The following forthcoming wedding is announced: Mr. Frank Ronald Smyth of Vernon and Smyth Company to Miss Edith Gibbons of the Holoan May Institute.

The master of the Blue Funnel boat Philoctetes reports the death on June 4th of Lim On-ark, a Chinese deck passenger. Death was due to senility and cardiac failure.

His Excellency the Governor has appointed Dr. R. E. Gill to be a member of the Dental Board vice Dr. George William McKean; and Dr. A. W. Shovelton to be a member during the absence from the Colony of Dr. Frederick Thompson.

A slight local earthquake shock was felt in the Colony yesterday afternoon. It was more apparent in Hongkong than Kowloon, for at one local office the tremors were distinctly felt and pictures on the wall were noticed to be moving.

A Chinese employed in the parcels department at Messrs. Wm. Powell's was charged before Mr. R. E. Lindell, at the Police Court this morning, with the theft of a couple of woollen singlets. He was remanded, Mr. Leo D'Almada appearing for the defence.

It is notified that H. E. the Governor permits Mr. William Kerr, of 15, Stanley Terrace, Quarry Bay, to use and publish in the Colony for a period of nine months from the 12th June, 1924, an invention for "improvements in and relating to steam separators and the like" without prejudice to the Letters Patent to be granted for the said invention.

We are glad to announce (says the *Canton Gazette*) that Mr. Liao Chung-kai is again appointed Governor of Kwangtung. The appointment was made yesterday by the Generalissimo, who accepted the resignation of Mr. Yang Shu-kam, the retiring Governor who left Canton a fortnight ago. Mr. Liao who occupied the post before, is a man of wide experience, and well qualified for the position as chief of this progressive province.

The second title of "The Silent Voice," the big feature film, which comes to the Coronet Theatre this afternoon for the first time, is "The Man Who Played God." This striking title has been chosen not simply for effect but because it conveys the spirit of the picture. The famous stage actor Mr. George Arliss takes the leading role and invests it with all the subtle skill and strong personality that have made him great. With the staging and filming worthy of the theme the acting, "The Silent Voice" represents a remarkably fine picture indeed.

JAPAN IN CHINA.

New Railway Project.

Moscow, June 13.
It is reported here that the Japanese have concluded an agreement at Mukden whereby, without the permission of the Peking Government, the Japanese will be allowed to construct a branch railway from Tsouanfu to Zisikar, enabling them to dispose with the Chinese Eastern and Ussuri Railways. — *Reuter.*

Bulls and Inners

From the Office Butts.

The O. B. I. (*avec banana*) is this week bestowed on the Honourable Mr. P. Hobson Holyoak for conspicuous consistency in having twice referred at the Alice Memorial Hospital meeting to the Rev. Dr. T. W. Pearce as "Dr. Wolla." *Motor Hint:—Be careful when driving a bargain.*

These recent weddings remind us that the average man swears to love before marriage and loves to swear afterward. *The first thing some folk want when they get a little money is a motor car; then the first thing they want when they get a motor car is a little money.*

Any Government servant can take a day off. It's the putting it back where the trouble comes in. *Latest fashion hint: "Skirts will be worn a fraction shorter." Vulgar fractions?*

"When is a house a new house?" You can always tell by the rent. *We should say that the habit of drinking hair tonic in the States would probably produce furred tongues.*

In view of the popularity of garlic in China, that country should have no difficulty in securing most-flavoured-nation treatment from the Powers. *Hongkong Central is a bad place for ladies getting lost—in admiration.*

A Shanghai editor says he set up a canteen in his office to keep the reporters from straying into outside bars. Looks as if newspaper men thirst for more than knowledge. *The lad who calls on his girl every other night is only half in love.*

We wonder what an extraordinary meeting of the Marine Engineers' Guild would be like? *At a recent prize-giving we didn't notice any medals for boat walking.*

The compositor who first set up the heading "Bugs and Blighters" instead of "Tugs and Lighters" must have been thinking of home. *One advantage about waiting outside a shop for your wife is that you don't have to speak to her for several days after.*

Judging from the number of planks, the U.S. party platform should soon be ready for approval. *A bandit has been arrested in Missouri. Suppose he couldn't show 'em.*

New Definitions:—A home is a place to which you telephone from the Club to say you won't be back to dinner. *We'd like to meet the com-prador of the Shanghai Judge who advances him money daily not knowing why or where it goes.*

Some of these chauffeurs when they hit a building would have the nerve to say it was on the wrong side of the road. *There is a rumour to the effect that the May Road agitators are on their last legs.*

Dr. Sun wishes to settle the arsenal machinery affair on fair and just terms. He must still feel weak. *The friends we like best are those who remind us of the smart things we have said.*

Some of these buses are very upsetting. *Some girls do so much dancing that they can tell any brand of whisky.*

One of the troubles of being a poet is that, even four hundred years after, they're apt to hold it against you. *These American fliers remind us that time's swiftest flight is caused by the sight of a promissory note.*

Those Hongkong dentists always "look down in the mouth." *Because a girl has a permanent wave it doesn't follow that she'll be a permanent wife.*

Of course, life is a sort of "down-and-out" proposition for them. *"Theatrical stars are born, not made," says a London paper. Then some of the parents need prosecuting.*

We suppose that is why so many people hate "stopping" with them. *Mr. Grindell Matthews' new "ray" has been called the "Flying Death." We've known it for years, but called it the motor car!*

The *Post* says it is now possible to transmit photos by telephone. Much better if it were possible to get the truth. *American prohibition agents recently found several illicit stills in a gaol. Prison "bars."*

A foreman has been fined \$100 for dangerous blasting. He must have had a lot of provocation. *We can only suppose that the reason for those longer skirts is that the calf is growing up.*

The M. O. H. has been dealing with a Scottish case of diphtheria. Better a case of whisky. *Motor Hint: A hollow cough indicates an empty petrol tank.*

We hope that the American world-flier, Lieut. Leigh Wade, won't be way-laid. *Our objection to the new serum which prolongs life is that it also prolongs the agony of making both ends meet.*

Isn't it about time "E. W. H." gave us a spasm entitled "The Bus Driver's Lament"? *We can only suppose that one of the reasons why more people are not killed while flying, is that aeroplanes don't hold enough.*

Our board of health would be better if we cut out heavy meals in the summer. *The best thing to cure sleeping sickness is an alarm clock.*

MacWhirter says few folk have been injured by the accidental discharge of their duty. *"India is manufacturing Bolsheviks," says a newspaper. A new kind of native Hindustry, we suppose.*

If some of our hard drinkers would take soft drinks they wouldn't be so tough. *The next thing, they'll be teaching aeroplanes to eat worms instead of gasoline.*

Canton is taxing her pawnshops. One redeeming feature, of course, is the ticket. *The rain falls on the just and the unjust, especially at week-ends.*

Maybe the Rents Ordinance is a farce, but the lawyers got more than fun out of it. *Lounge lizards will be interested to hear that lizard skins are to be used in the latest men's footwear.*

The local parson who opposes Sunday bathing wants to take the "bath" out of Sabbath. *"A slender girl shows the new fashions best," says a ladies' journal. A slender purse naturally follows.*

It would be all to the good if some Hongkong parents were on spanking terms with their children. *"When the deceased marched into the charge room with his rifle at the slope, witness was writing and so was the deceased," reports a Singapore paper. This rivals the performance of the lady novelist's hero, who walked up and down a room with his hands behind his back, thoughtfully reading his beloved's letter.*

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 14th. JUNE, 1924.

CANADA'S MOUNTED POLICE.

Selected Men at British Empire Exhibition.



CANADIAN MOUNTED POLICE AT BRITISH EMPIRE EXHIBITION.

With fifty years of glorious record to their credit, the Mounted Police of Canada, as the Royal Canadian Mounted Police are popularly termed, are still going strong. From a small organization of 300 men, who assembled in Winnipeg in 1870, for the protection of settlers and to maintain order, they grew by 1916 into a famous army of 1,200 troopers.

No social event in Canada is considered complete without the attendance of at least a squad of these Mounted Police. They were in evidence at many of the receptions tendered the Prince of Wales during his tour of Canada in 1919. The post at Regina put on a show of superb horsemanship in the Prince's honour; while he, in turn,



PRINCE OF WALES DEPARTING ROYAL CANADIAN MOUNTED POLICEMAN.

bestowed medals of honour on various members for distinguished war services. He was made an Honorary Colonel of the organization and, as he is also President of the British Empire Exhibition, it is quite fitting that a detail of Royal Canadian Mounted Police should act as guard at the Canadian Government and Canadian Pacific buildings in the Overseas Dominion's section.

This detail is under the command of Inspector O. H. Hill of the Lothbridge Station, Alberta. He is of Australian birth, was educated in England, went to Canada in 1908, was twice wounded during the Great War, and is typical of the men taken into the service, being 6 feet, 3 inches in his stocking feet. Six of these men were born in Canada, two in England, one in Australia, and one in Belgium.

SPORTS PARS.

Interesting World Items.

Contracts have been entered into for a ten-round boxing contest without decision between Carpenter and Tom Gibbons at Chicago on July 4.

The New Zealand Cricket Council is endeavouring to arrange for the English cricket team which will tour Australia next season to visit New Zealand on their way home and play two or three matches there.

A baseball match has been arranged between England and Wales for Wembley on Monday July 21, the teams being chosen by the English Baseball Association and the Welsh Baseball Union. Baseball in England is confined chiefly to the Liverpool district and in Wales to the southern portion of the Principality. The rules are different from those of the American game.

Nine acres of playing fields have been acquired at Oatley Park for the use of members of the St George's Branch, British Legion. In addition to cricket pitches, there are three tennis courts and ample space for athletics. There is pavilion and dressing accommodation and attractive fixtures are being arranged.

Harry Stokes, the well-known trainer of boxers, has been ill and operated upon for gastric trouble. In the Metropolitan Hospital he is now getting on very well although living on "baby food." This reminds me that Jim Driscoll had to go through the same bother a little while ago; but he told me with great glee the other day how he had got through a lobster mayonnaise with much relish and no inconvenience. Fancy fellows like these having stomachic troubles!

The current issue of "American Lawn Tennis," the official organ of the United States L.T.A., contains a picturesque account of the part played by President Coolidge in the making of the Davis Cup draw at the White House, Washington. Cards were made out for 21 challenging nations, and the President, having drawn the first card, handed it to Mr. Dwight Davis, the donor of the cup, who played for America against the British Isles in the first Davis Cup tie in 1900. The card bore the name of Ireland, a remarkable coincidence, seeing that the draw was made on St. Patrick's Day.

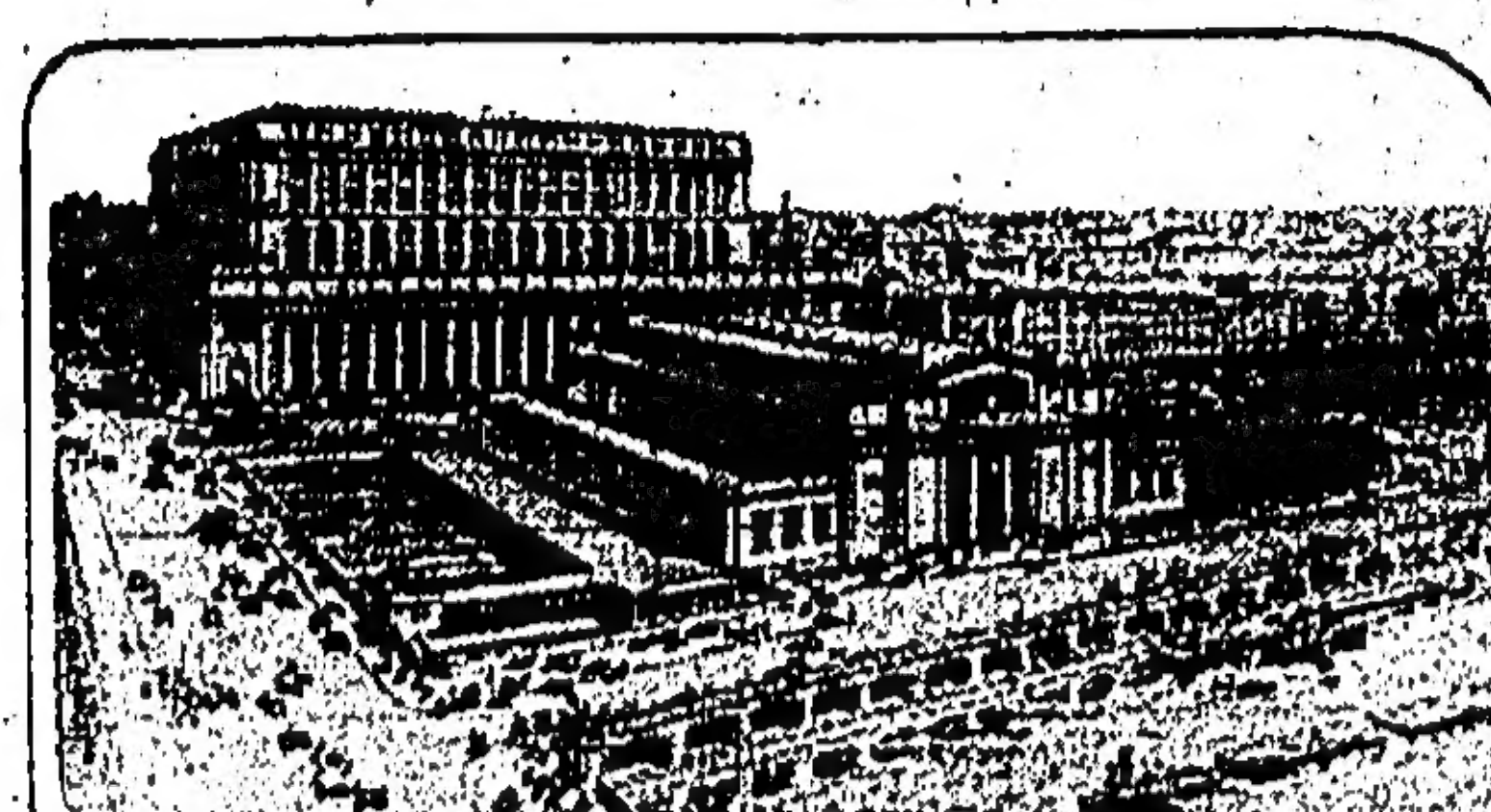
The English tour of Californian Rugby team now in progress is one of the romances of sport. Years ago so many fatalities occurred in American football in California that the educational authorities forbade the game. A commission of Varsity undergraduates was sent to Australasia to study Rugby, and California and Stanford Universities decided forthwith to play it. A tour in the motherland of sports has been the dream of California's Rugby men from the beginning.

Nuneaton Rugby F. C. have just completed one of the best seasons on record. They have scored 486 points against 126, won 27 matches, lost 7, and drawn 3. Frank Wood again headed the list of the scorers, with 19 tries, 4 dropped and 1 penalty goals. Iver Davies, the North winger, although playing in only a few matches, scored 15 tries, his work in cup-ties being particularly dangerous.

The question of whether half-backs should score goals is one often debated, and James Martin, the left-half of Portsmouth, is a player who is ready to answer in the affirmative. He has found the net 10 times in League engagements. Perhaps the greatest half-back goal-scorer of modern times, however, is Arthur Grimdell, of the Spurs, who manages a few each season, and who actually scored 24 times from this position in League matches in the last season.

THE GROWTH OF CHICAGO.

Facts About a Big Railway Centre.



NEW UNION STATION, CHICAGO.



NEW CHICAGO HOME OF CANADIAN PACIFIC RAILWAY.



NEW CHICAGO HOME OF CANADIAN PACIFIC RAILWAY.

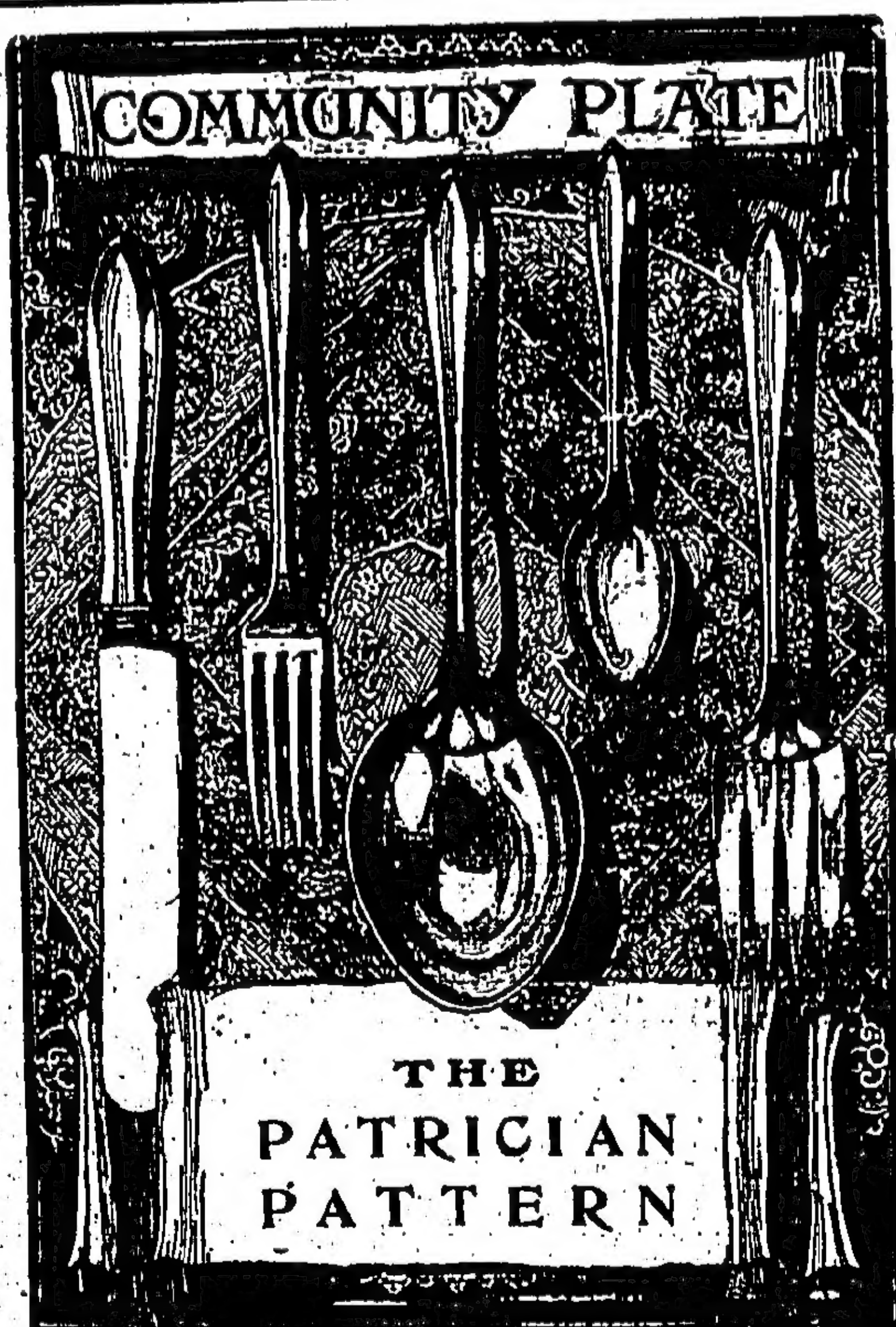
If one were to address a letter to-day, to "Chicago," even a clever post-office official would be puzzled, but that was how the great French explorer, La Salle, spelled Chicago 241 years ago. Chicago was only a name when Joliet, Pere Marquette and the Sieur de la Salle camped there on their way to the Mississippi. Chicago was then a part of Canada—New France. It was called Joliet and Marquette visited it 251 years ago, or ten years earlier than La Salle. When the canoe and the prairie schooner of the pioneers were succeeded by the railway one of the finest terminals in the world and will be used by the Pennsylvania, Burlington, St. Paul and Alton railways. Another new and important rail development in Chicago is the move of the Canadian Pacific's rail and steamship passenger offices and those of the Soo Line to the new Straus Building, corner of Michigan Avenue and Jackson Boulevard, a very attractive and imposing 32 story building not far from the site of historic Fort Dearborn.

COMMUNITY PLATE

THE FAMOUS TABLE PLATE GUARANTEED 20 YEARS.

STOCKED IN FOUR PATTERNS: PATRICIAN, GEORGIAN, ADAMS, AND EXETER.

COMMUNITY PLATE IS SOLD IN DOZENS AND 1/4 DOZENS.



THE PATRICIAN PATTERN

KNIVES ARE FITTED WITH BEST QUALITY STEEL BLADES.

CANTRENS IN TEAK GUARANTEED TO STAND THE CLIMATE, MADE UP TO CUSTOMERS REQUIREMENTS.

TELEPHONE US TO SEND YOU SAMPLES AND PRICES IF YOU CANNOT CALL.

INVEST IN

COMMUNITY PLATE

AND MAKE YOUR TABLE THE TALK OF THE COLONY

Agents:

LANE, CRAWFORD LTD.

JEWELLERS and SILVERSMITHS HONGKONG HOTEL BUILDINGS (CORNER PEDDER STREET AND QUEEN'S ROAD) HONGKONG

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."

Sole Agents:—

DODWELL & Co., Ltd.

Telephone C-1020.

Queen's Building.

A PAGE FOR THE KIDDIES.

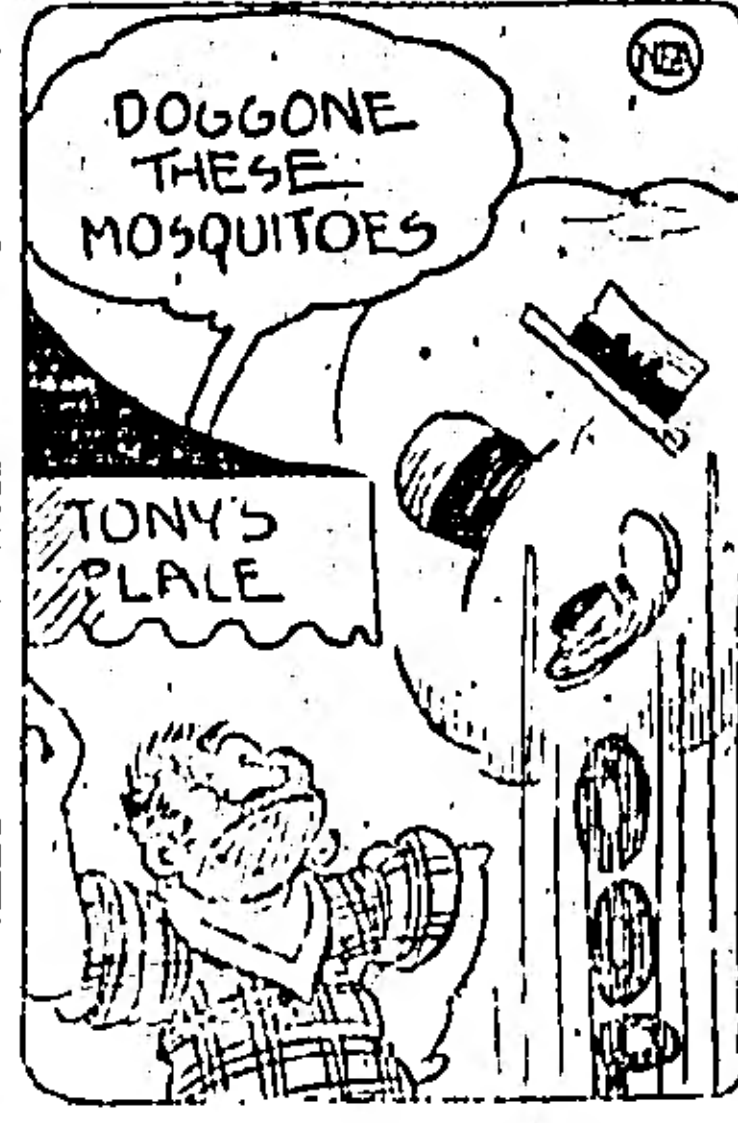
SALESMAN SAM



Stung



BY SWAN



UNDERWOOD TYPEWRITERS

PRICE - H. K. \$112.50 NET.

Weight
In Case
5 3/4 Lbs.Minimum
Weight.
Maximum
Service.

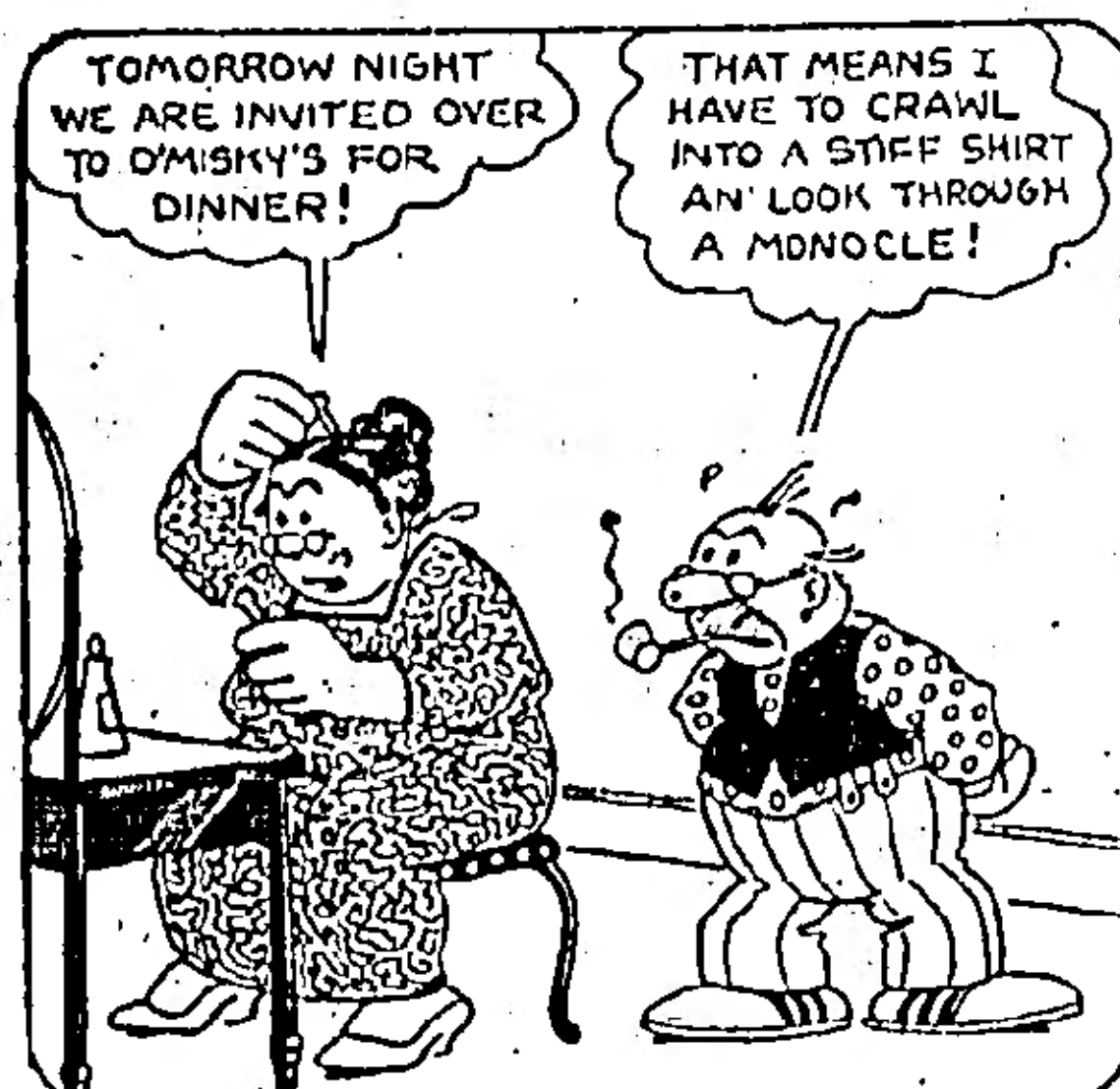
PORTABLE MODEL

Sole Agents

DODWELL & CO., LTD.

Queen's Bldgs. Phone C. 1930.

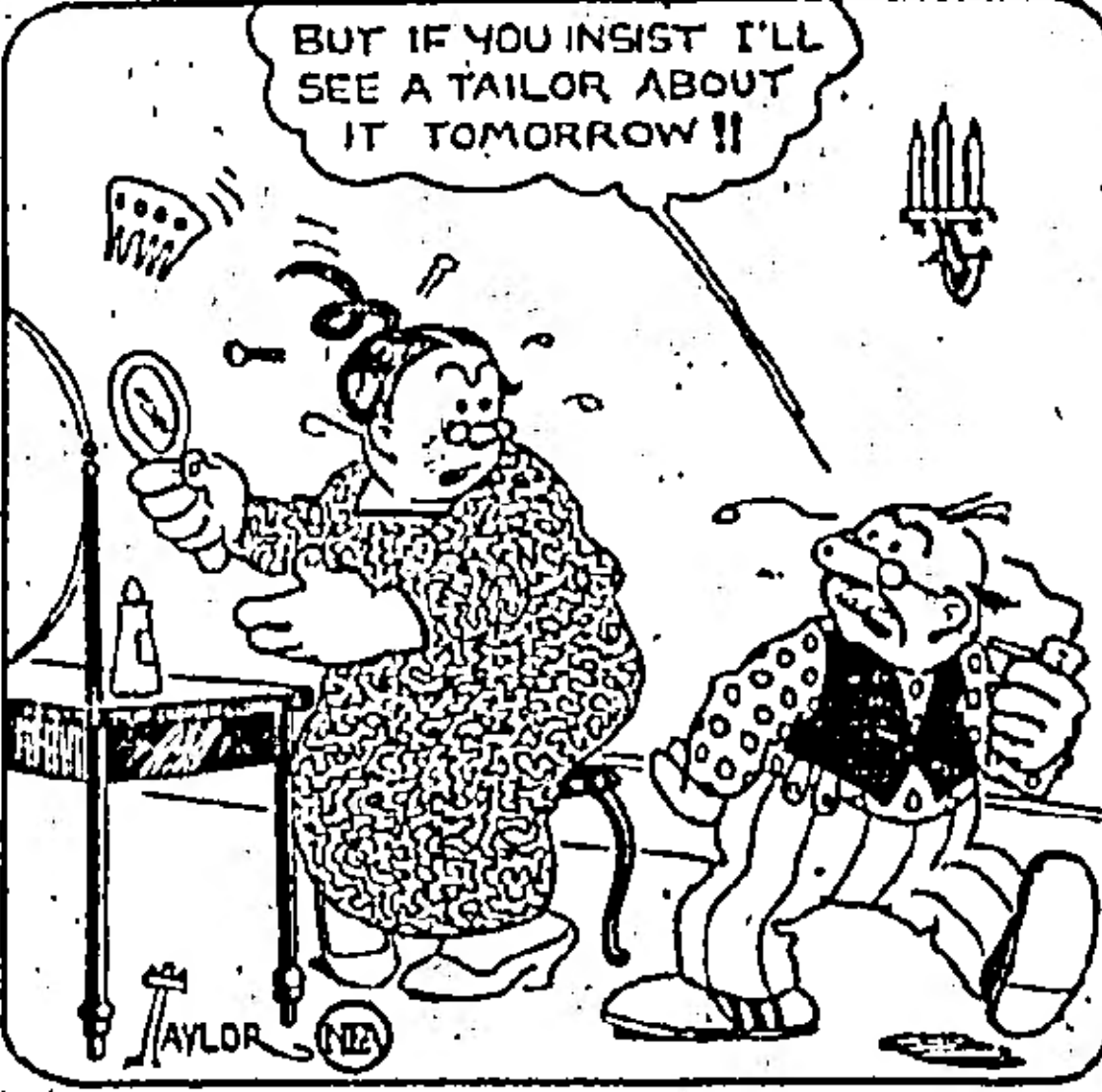
MOM'N POP



Another Duty Taken Care Of



By Taylor



FUNNY STORIES

Easily Identified.

First Golfer—That was a fine drive you made this morning.

Second Golfer—Which one do you mean?

First Golfer—On you know—that time you hit the ball!—The Humorous.

Money Counts.

The other evening a bright archer called upon a gentleman and asked for a donation towards the funds of a juvenile football club.

"Look here, Johnnie," said the gentleman. "I believe you're the seventh boy to call on me on behalf of that particular club. Am I to expect any more?"

"Very likely," said Johnnie. "I expect all the fellows will come in their turn."

"Goodness!" gasped the gentleman. "Are you all begging, then?"

"Yes, sir," remarked the youngster. "You see, there's a first team an' a second team, an' it's the rules as does it."

Pulling out a grimy copy of the club's rules—evidently written by a youthful secretary—the boy pointed a dirty finger to Rule V., which read:

"Them as collect most money plays in the First Team, them as don't plays in the Second Team!"

The Reporters Luck.

The young and newly-appointed reporter was very keen on his job. He was determined to make good and no effort was too much for him if only he could get good "copy" for his paper. Every morning without fail he went round certain places where he knew there was a likelihood of getting some tit-bit of information.

Among the places to which he paid daily visits was the railway office.

"Anything fresh this morning?" asked the young man of the clerk in charge on the last occasion on which he called.

"Yes," replied the other, laconically.

"What is it?" asked the reporter, whipping out his notebook.

"That paint you're leaning against."

The railway clerk is now in hospital, and the reporter in prison.

New Role.

"I understood that in the new play Alice has quite a difficult part."

"Difficult! Why, she doesn't say a word."

"Well isn't that difficult for Alice?"—London Telegraph.

BOOTS AND HER BUDDIES



A Matter of Opinion



By Martin



ADAM AND EVA



Farewell



By Cap Higgins



FRECKLES AND HIS FRIENDS



Whitie's Argument Wins



BY BLOSSER



LACTOGEN

(Nearest to Mother's Milk)

FOR
your

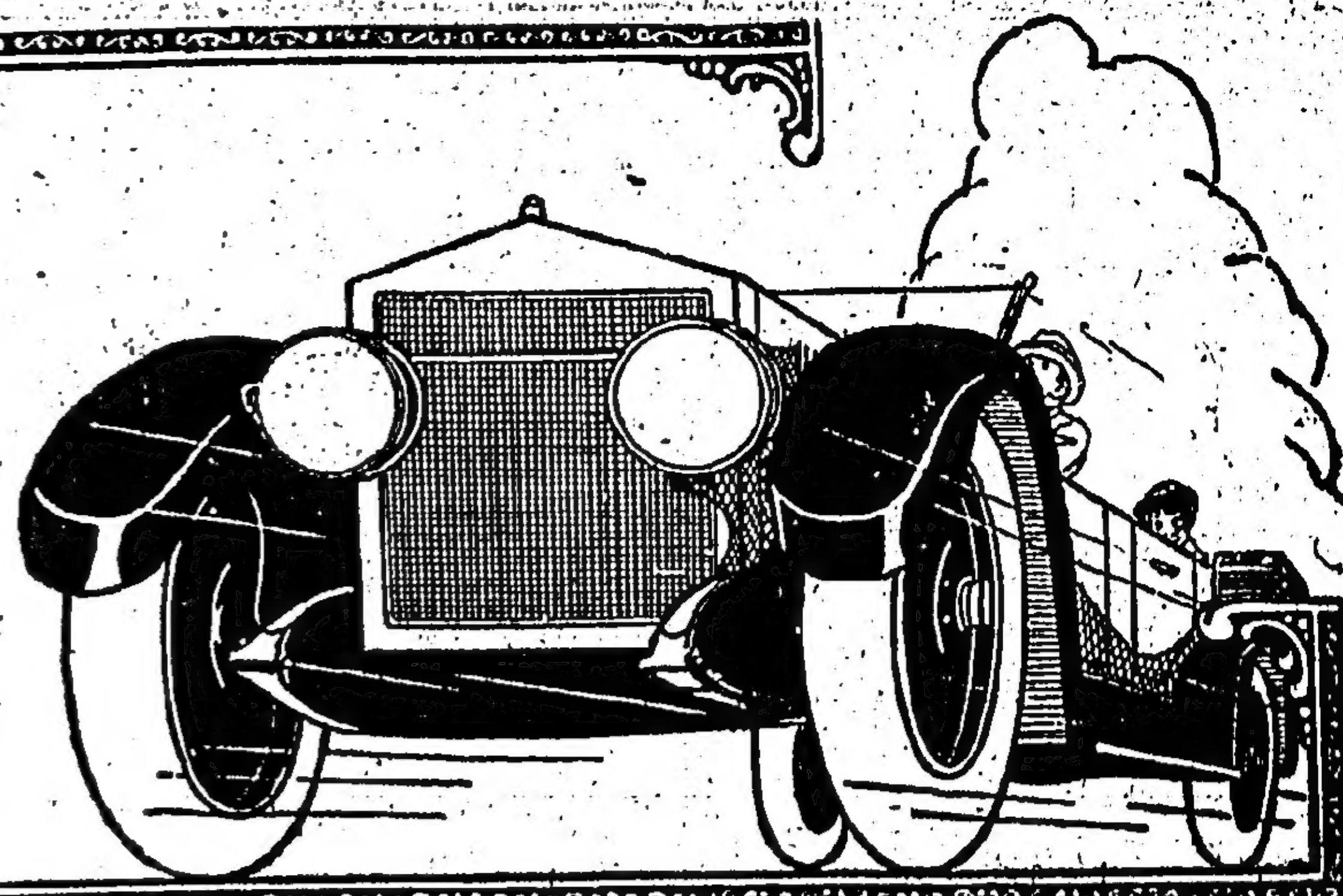
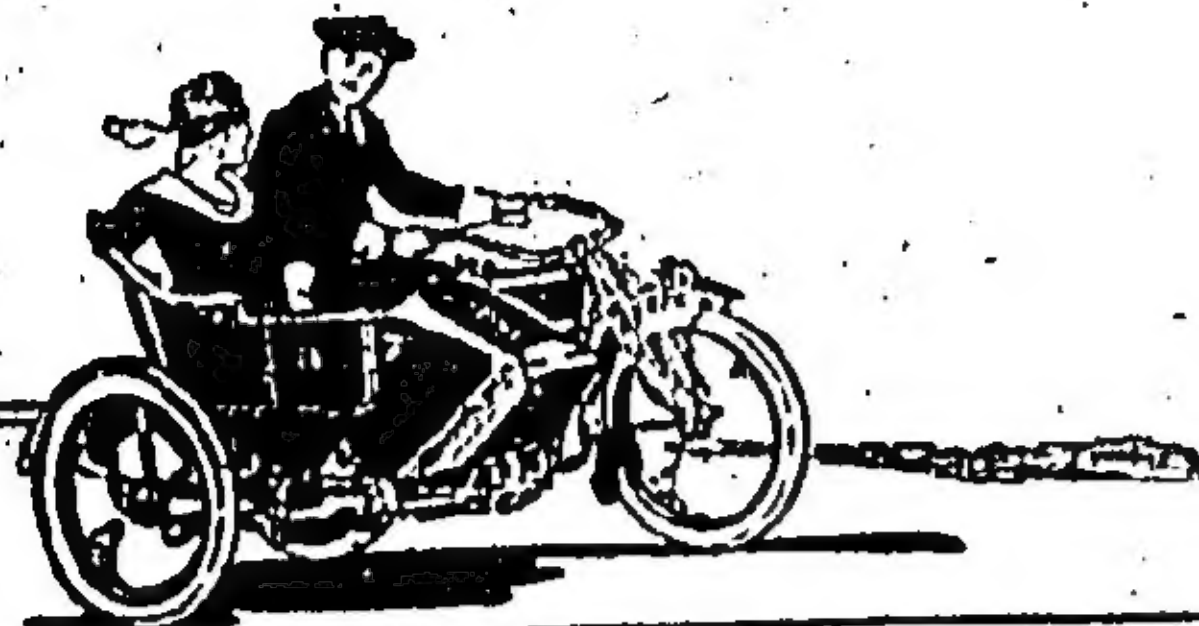
BABY

IN 3 lb., 1 lb. & 4 lb. TINS.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 14th, June, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Those in the vicinity of the Kowloon Ferry wharf between five and six o'clock on Tuesday evening last were interested to see the Capt. Superintendent of Police (the Hon. Mr. E. D. C. Wolfe) engaged in inspecting a number of the motor buses in service on Kowloon Roads. An entirely new type of bus was among those inspected, this being a large vehicle capable of carrying 30 passengers. The body has been locally built to the order of the Kai Tak Motor Bus Company and is mounted on a Dennis chassis, and represents a big advance on the present type of bus. Well mounted with big pneumatic tyres and having comfortable seating accommodation, the bus is, like the big White bus of the Kowloon Motor Bus Company, more of the pattern one hopes to see running on our Kowloon roads. Given a regular service of such vehicles, Kowloon's communications and traffic problem would be much nearer solved than at present. The present Ford buses, excellent though the engines and chassis may be and however well they may have demonstrated the need for a motor bus service, are not of the type desired. The bodies are not suitable, the seating accommodation is far from ideal and the service generally is open to criticism. Kowloon needs a thoroughly co-ordinated service of better class vehicles, and it is to be hoped that the Companies operating at present will be induced to invest in them.

While on the subject of Kowloon, it is pleasing to note that a traffic policeman has again been posted on the corner of Nathan and Salisbury Roads. This is a busy spot and with buses proceeding to Yau-mat and Kowloon City whilst others are arriving from both places, it is essential that there should be control and direction. All risks as going to the ferry use, this corner, and the wonder is that there have not been more accidents. A traffic man ought to be on duty throughout the whole day.

From the Dragon Company we have received several interesting and instructive pamphlets dealing with the "Scintilla" magneto. One of these enumerates the surprising number of successes of cars fitted with this magneto in recent trials in various parts of the world. It is claimed by the manufacturers that the entirely different principle of design and construction embodied in the "Scintilla" creates the finest ignition system engineering science has ever produced. It would certainly appear from the results of many trials, that this assertion has been amply substantiated. The Dragon Company has received stocks and will be pleased to show this latest product to those interested.

The following have joined the Hongkong Automobile Association since we published the last list:—

Lo Sai-ling
Harry Way
F. E. d'Almeida Remedios
Lau Long-cho
M. E. Meunier
William Galloway

The Hongkong Hotel garage has received another consignment of the well-known Matchless motor cycles this week and has

already effected sales. We notice that at Wembley, where the Matchless makers are exhibiting, the latest models are not in the familiar khaki-green, but are enamelled in black—tanks as well—relieved by gold lines and, in one case, a green panel. Black is undoubtedly more serviceable, but the Matchless colour was, like the Harley-Davidson or Triumph, a thing to know it by.

The increasingly large number of well-to-do Chinese in Hongkong who are becoming enthusiastic motor car owners testifies to the growing popularity of motoring here. When Chinese invest in a car it is usual for them to purchase large and luxurious-looking vehicles, and it can truthfully be said that the majority of the higher priced American cars in Hongkong are owned by Chinese. And the Chinese are bringing a touch of colour into motoring. In place of the old fashioned white or uni-coloured suit and black covers, gaily coloured cretonnes, as flamboyant as the most ostentatious desire, are being used. And it must be confessed that the effect is far from unpleasant. In our own homes we are mostly used to cretonne or chintz chair covers, so why not use something similar to cover the seats of our motor cars? White is notoriously troublesome so far as keeping it in clean condition is concerned, darker plain covers do not look particularly attractive; the use of a reasonable pattern meets both objections. If we want to make our cars look attractive there's legitimate scope in covers, and colour in covers is much to be preferred to a lurid, dazzling or offending coloured car itself.

GREATER SALES RECORD.

6,576 DODGE CARS IN A
WEEK.

For the third successive week Dodge Brothers dealers have broken all previous retail delivery records.

During the week ending April 5th, 5,694 cars were delivered to purchasers. This was more than 100 in excess of the greatest previous week's business in Dodge Brothers history. This record, however, was of brief duration, as the very next week saw the delivery of 6,106 cars at retail.

And now it is disclosed by official figures from the factory that the week ending April 19th sets still another and much greater record, with 6,576 deliveries to customers.

In neither case do these figures include cars delivered to purchasers in foreign countries.

The consistency with which Dodge Brothers business continues to mount is cited by factory officials as an indication of the public's widespread and emphatic endorsement of the unusual value in the new line of Dodge Brothers motor cars. Week after week and month after month, since the quantity production was attained on the new types, new records have been established.

Every week in this period has exceeded in volume of business the corresponding week of any previous year.

MOTORING AT WEMBLEY.

Progress Made Manifest.

The age-old Easter hymn resounds to-day with a new meaning. For to-day is the "Hæc Dies" to which all those who have been making the Wembley Exhibition have looked forward during many months of arduous work, says a writer at Home, on the opening day. And of notable worth in this wondrous Exhibition of Empire Achievement is the stagings of so much that is critical of British motoring development—alike at home and in our Dominions, specifically, of course, relative to motor production, Canada.

It is a day, then, upon which we may suitably forgo our normal subjects allied with practical motoring matters, and delve for the nonce into the realm of that History and Romance which is so dim in the past by a comparative basis, yet so close to the present in the mere numbering of years. But there has been more scientific and mechanical development in the past 25 years than in the preceding 250 years.

If not to-day, you shall anon go to Wembley. And you shall see there a magnificent display of all that this our Empire can achieve in automobile production. You shall marvel at the beauty of line. An you know enough, you shall revel in the mechanical excellence of that which is arrayed for your inspection. And so it please you, you shall travel back again with me in mental picturing to the days when this vast industry was born; to the days when all that is commonplace to-day in motoring perfection, was cast in the shadows of early dawn imperfection, frailty, and lack of reliability.

THE BEGINNING OF THINGS.

Who shall say when motoring started? Not I, for one. The question is too difficult to decide, for first we must have unanimity of thought as to what "motoring" really is. Does it include the early steam-driven road carriages which jogged their weary way along British roads a century ago? Probably not. That was hardly "motoring" within the meaning of the Act.

Shall we allocate the birth of motoring to the first "Heat" engine, or, as we more commonly call it to-day, the Internal Combustion Engine? I think that is probably nearer the mark. And it was only in 1834 that Herr Gottlieb Daimler produced a small high-speed engine on the "Heat" principle, which was the forerunner, the "make possible" of the motor industry, as we know it to-day.

This engine was really a high-speed gas engine—gas being the fuel in the earliest experiments—but Daimler made it run so fast, and with such a compression ratio, that the heat generated on the compression stroke was sufficient to cause self-ignition.

But at that time he was working on principles first invented by a Frenchman—Lenoir—and developed by another German—Otto—from whose genius we have the universally adopted Cycle of Operations to which his name is attached.

MODERN CAR'S PROTOTYPE.

But we may almost say that the History of Motoring is of even less remote period than that, as it was not until 1889 that Daimler had made a "controllable" engine of the type—one with two cylinders and red-hot platinum tube ignition, and not until 1891 that the famous French engineers, Panhard and Levassor,

placed a Motor Car on the public road with an internal combustion made under license from Daimler.

Shall we say, then, that motoring really started so comparatively in recent times as 1891. And is not the Development an epoch-making achievement?

That historic car was of 4½ h.p., had open change-speed gear mechanism (exposed to mud and grit!), but in all its essential principles it stands good as the prototype of the motor-car of to-day. Of a truth it had an automatic inlet valve—but the practice of to-day is merely development. It had tube ignition—the magneto of to-day was looked at askance when first suggested to replace the hot tube or low tension ignition. It had chain final drive—still used on some low cars and many commercial vehicles. Oh, Motor History, thy name is Wondrous Achievement!

And in this land of ours, "girl by the silver sea"? Can you appreciate that a mere 20 years or so ago I, and all other motorists of the Good Old Days, drove anywhere and everywhere knowing not the protection of a hood or the comfort of a windshield? Had I been a writing Motor Articles "in diobus illis" I would have instructed you how to put on your fur or sheepskin coat. I would have given you a Minute Explanation of the precise way in which to wrap your coat around you and marry its folds to the waterproof rug, so as to avoid puddles of water on a rainy day.

"HINTS AND TIPS" OF YESTER-YEAR.

And on a wet day there was Export Art in rising from your driving seat so that the water did not gain entrance to your inner raiment. And I would have given you Tips as to how you should stand your cushions so that they received the minimum wetting from the rains of Heaven, and an article on How to Arrange your Cap and Pucker Your Eyes against the evils of a driving rain. You would also have wanted yet other tips "How to Light the Burners of the Tubes in a Howling Wind"—verily an art of much difficulty. And you would have been instructed "How to Wield the Hammer and Chisel in the Replacing of a Tyre"—and, perchance, "The Tell-tales Slap-flap of the Tyre that is Coming Off."

They were wondrous days, those glorious days of old. There was Achievement in driving a car 25 years ago. When, with aglow with that glorious Achievement I hid me to the Old King's Head at Coventry and said to mine host, "I've come from Leamington without a stop," the Godiva folk a-moostly Doubled my Veracity: for Leamington is Eight Miles away. And if reiterated reiteration should convince my hearers, then had the flagon to flow—"twas a Festal Day of Motoring Achievement."

But, perchance, I weary you with this Fecundity of Motoring Anecdote? I must turn off the tap.

And so to Wembley—to view the Motor Cars of Present-day Achievement, with, assuredly, just one kindly thought for the historic past—the Automobile Achievements of years recent, yet dim with the Changes of Youthful Age.

White or red autos are barred from the streets of Rio de Janeiro, except those belonging to the city. The reason is city ambulances are white and fire department cars are red. Traffic police can easily distinguish these and give them clearance.

TRACKING TROUBLE.

THE MECHANICAL INSTINCT.

One of the greatest assets for maintaining a car in good condition is the possession of a mechanical instinct, says a Home writer. Unfortunately but few motorists are possessed of this subtle gift of nature. What is the next best thing to do?

The "next best" is to try to cultivate that instinct—which is somewhat of a Hibernicism in so many words, but quite feasible (partially at any rate) in practice. And it is not merely in regard to knowing when anything is approaching the "going wrong" stage that the cultivation of mechanical instinct is useful. It aids you in the correct handling of the car and that measure of "humouring" which every chassis appreciates on occasion. Though you may find it hard to credit, it is none the less a fact that a motor-car will always show appreciation of knowledgeable handling.

Do you hear that little squeak that keeps on making itself manifest? I wonder whether it is a spigot bearing or a universal joint running dry (which would be damaging) or merely a spring clip—which would not be damaging?

To queries such as these—so often puzzling to the average motorist—the mechanical instinct will give an answer instantaneously and with unerring precision.

As a consequence, the squeak which is of a damaging nature immediately receives attention. The one which will do no harm if left for a week—can be left for a week.

There are different types of squeaks—to say nothing of Pips and Wilfreds—and the motorist who takes an intelligent interest in the mechanical welfare of the chassis should learn to differentiate one from the other. If a squeak changes its notes and seems to become more agonised at each strident repetition, that is the type that demands immediate attention. If you are versed in the language of squeaks you will hear it cry from its innermost heart, "For Heaven's sake give me a drink—a double oil for preference."

When you hear that agonised cry let all the humanity of your soul surge to the aid of the squeak in distress. It will speak its gratitude with a silent tongue, and give you a useful discount on your wear and tear running costs.

If, on the other hand, the squeak remains normal in tone and volume, it is of the non-dangerous type, and may be treated with rather less consideration.

But a squeak's a squeak, for a that, and, on general principles and for your own comfort, it is well to silence its slanderous tongue. It says, "This driver doesn't look after the car properly"—and I'm sure that's a libel on all Daily Chronicle motorists.

But try to learn to recognise the real mechanical squeak. At first you must use keen observation. In time you will develop instinctive knowledge.

GERMANS ADMITTED.

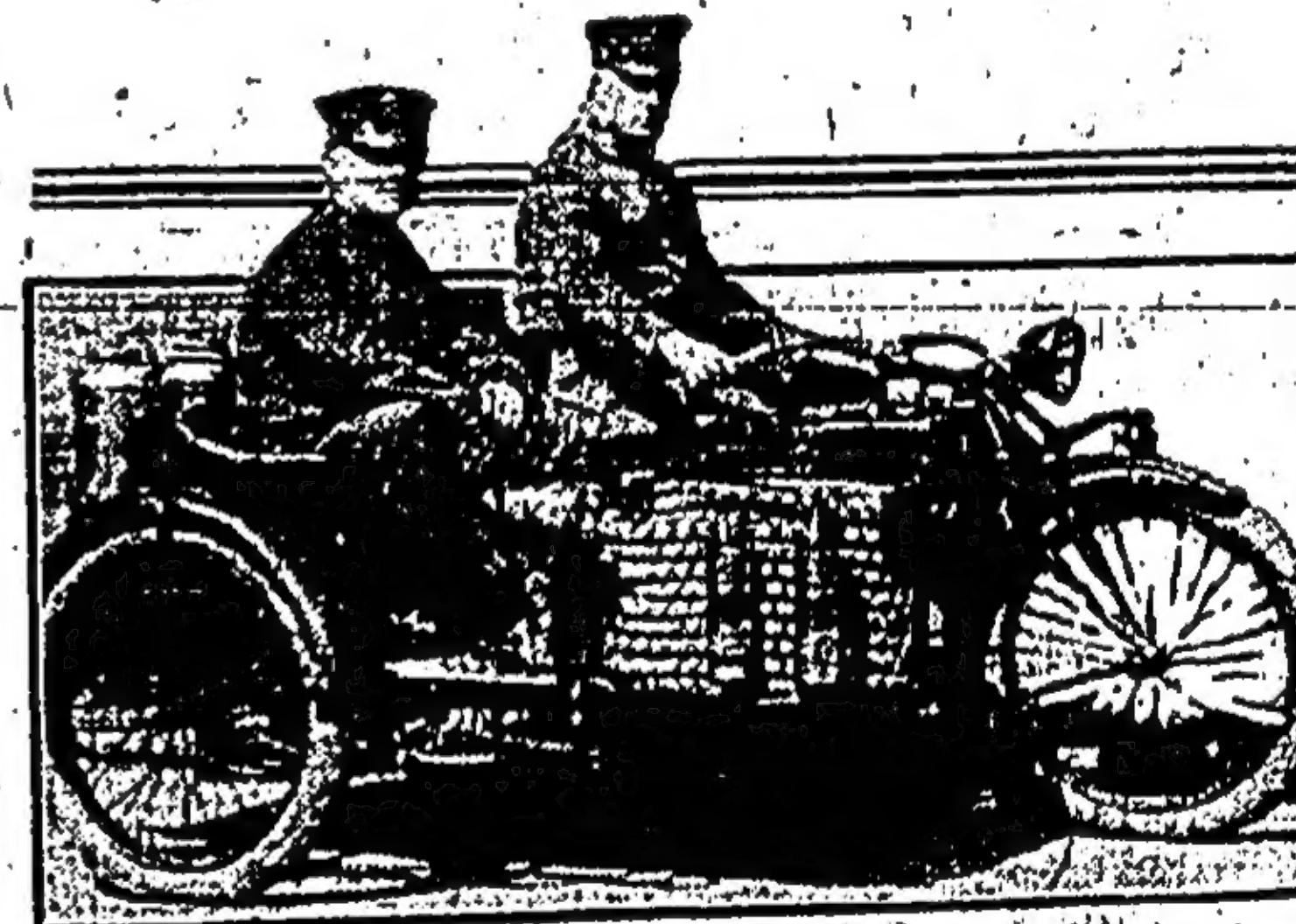
German and other former enemy drivers will be permitted to enter this year's Italian Grand Prix 500 mile race to be run on the Monza track near Milan. Sept. 7. Last year's race was won by Fiat Jimmy Murphy came in third on a Miller.

CHECKING WEIGHT OF TRUCKS.



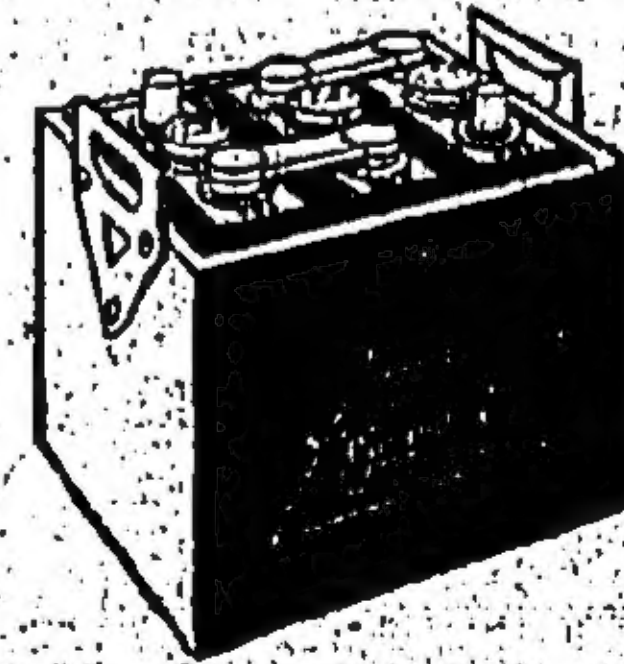
Illinois special motor cycle police are keeping trucks from breaking up the highways unduly. Their side cars contain two scales used to weigh trucks and if the truck weighs more than it should, the excess is unloaded and the driver is forced to make two trips.

FIRE FIGHTING IN BOSTON.



This motor cycle fire apparatus, now being tried out in Boston's narrow and crooked streets, is designed to save minutes when they count most. The outfit carries 300 feet of chemical hose, fire extinguishers, hose guns, axes, rakes and brooms.

Columbia Storage Battery



THE great power, the unfailing efficiency, the long satisfactory service of the COLUMBIA Storage Battery make it the ideal battery for every automobile. We have a complete stock. Let us show you the one most suitable for your car.

THE DRAGON MOTOR
CAR COMPANY, LTD.





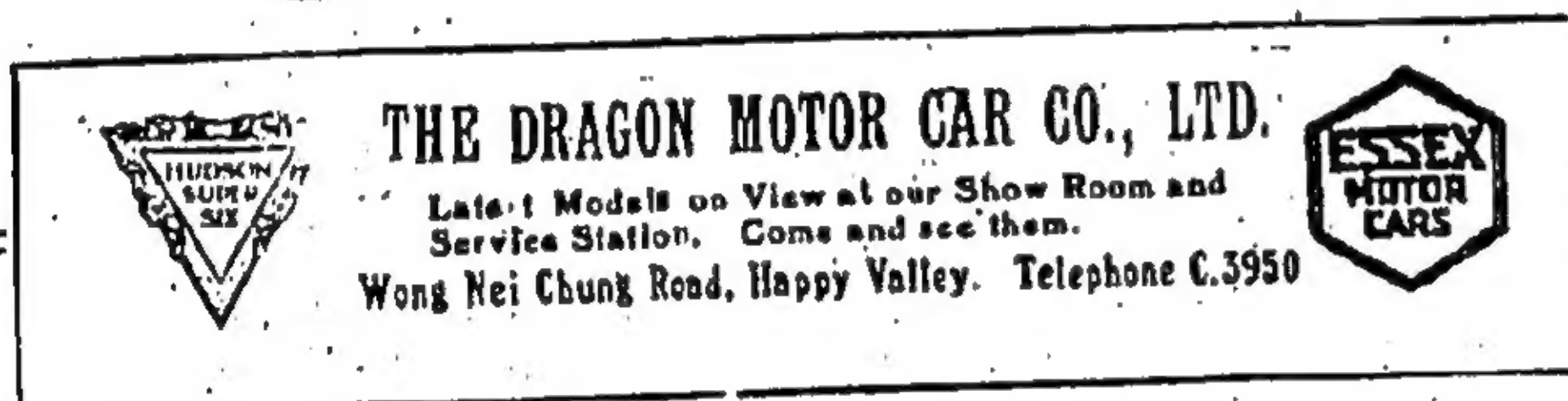
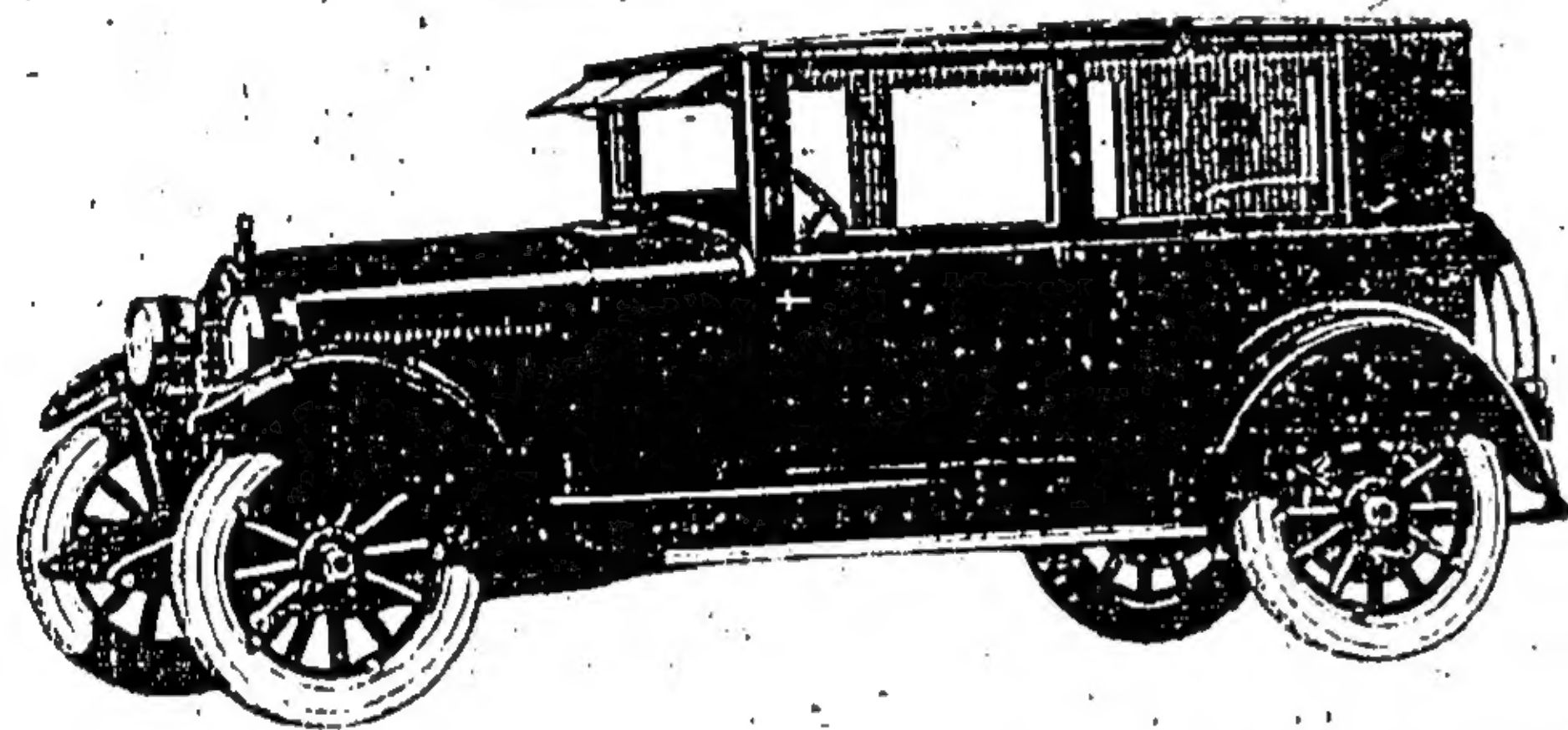
"The Old Essex Pep Plus Hudson Smoothness"

The new Essex has all the stamina for which its forerunner was famous. And its 6-cylinder motor built by Hudson, gives smoothness of performance heretofore exclusive to the Super Six.

Its economy includes not only exceptional gas, oil and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

ESSEX COACH \$2,800

5-passenger ESSEX TOURING, \$2,375



THE DRAGON MOTOR CAR CO., LTD.

Late 1 Model on View at our Show Room and Service Station. Come and see them.
Wong Nei Chung Road, Happy Valley. Telephone C.3950

BUICK'S MESSAGE to the INDUSTRY

EVER since its founding, over twenty years ago, Buick has recognized a two-fold responsibility—a responsibility to those who buy its product—a responsibility to the industry of which it is a part.

Buick's manufacturing and service policies, therefore, have been shaped to the end that every Buick owner might realize the maximum out of his investment as measured in terms of uninterrupted, comfortable and dependable, personal transportation.

Buick's responsibility to the industry has likewise assumed very definite form. In addition to improving constantly car construction and design, Buick has bent every effort towards the originating and developing of mechanical improvements that would react not only to Buick's benefit, but would provide a definite contribution to the industry as a whole.

How fully the public recognizes the consistency with which Buick has lived up to its responsibility is manifested by the fact that for the sixth consecutive year Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

On this particular occasion, Buick renews its pledge—that it shall maintain, with all of the tremendous resources at its command, Buick's position as the Standard of Comparison.

SOLE AGENTS

THE HONGKONG & KOWLOON TAXICAB CO., LTD.

Telephone No. 1036

STATISTICS.

Looking backward over the record of last year in the motor industry, the American National Automobile Chamber of Commerce furnishes these facts:
World registration of motor vehicles is 18,023,584, with 88 per cent. in the United States.
More than 3,000,000 persons were employed last year in the auto industry.

Thirty-five cities have reduced their motor fatalities.
Motor vehicle taxes in the United States in 1923 totaled \$471,584,000.
Farmers' federal motor tax bill amounted to \$45,864,200.
Automotive products paid 77 per cent. of the special federal excise taxes.
More than 4,500,000 cars and trucks are owned on farms.
More than 4,000,000 autos were produced in 1923.

Oil, grease or gasoline destroyed a tyre.
Mr. F. R. White, chief engineer of the Iowa State Highway Commission, has shown that the concrete road is best and cheapest for driving. On an earth road, he found, traffic gets 14 ton miles for each gallon of gasoline. On a gravel road, it is 21 ton miles, and on a concrete road it is 31 ton miles.

ROTARY TRAFFIC ADVISED.

PLAN TO REDUCE CONGESTION.

Direct automobile traffic away from street car lines.
Provide one-way streets.
Limit parking in congested areas.
Provide loading platforms for street car traffic.
Install rotary traffic at busy corners.
Cut off corner curbs at a wider radius.

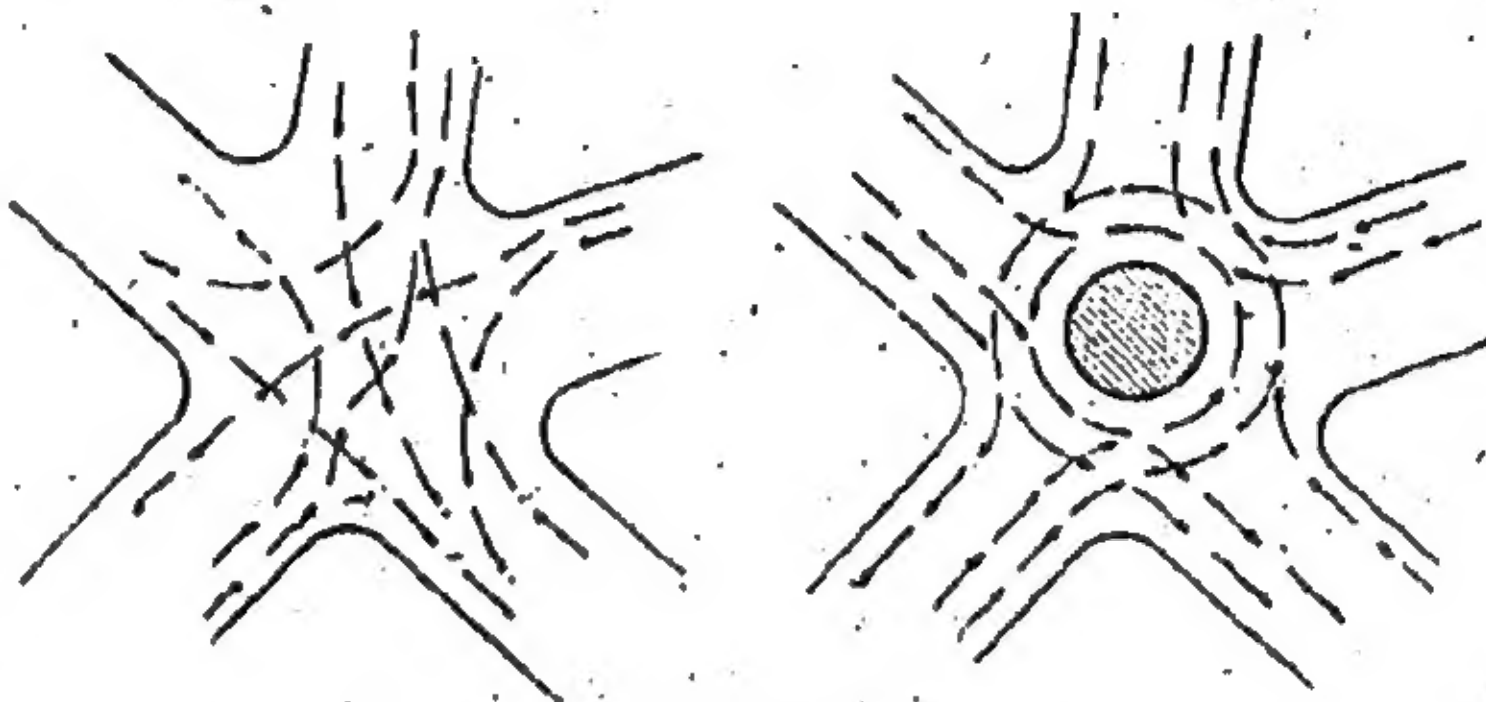
These are the salient recommendations for the relief of traffic congestion and consequent reduction of accidents made by Mr. William J. Cox, traffic engineer

alone about \$50,000,000 annually in delaying traffic.
Aside from delays due to street cars, however, the greatest slowing up of traffic, and consequent strain on drivers, comes from busy intersections. If two streets of equal width, carrying an equal amount of traffic, intersect, each can use the crossing only half the time.

REMEDIES.

To avoid this delay and at the same time provide safer crossing, Cox suggests two remedies:

1.—Provide circles in the centre of crossings where there is room, especially at intersections of more than two streets. Traffic would have to move around these circles, lines blending into one another from all streets and all



FIVE POINT INTERSECTION SHOWING CONFUSION OF UNREGULATED TRAFFIC (LEFT) AN ORDERLINESS OF ROTARY TRAFFIC.

of the National Bureau of Casualty and Surety Underwriters. They are made after a close study of traffic conditions and accident cases in several cities.

According to Mr. Cox, congestion is the greatest physical or nonpersonal cause of automobile accidents. Not that they occur at busy intersections any more than elsewhere.

FATIGUING.
"The strain of driving through heavy traffic," he believes, "results in a fatigue which manifests itself in the form of carelessness, recklessness and accidents on the outskirts of the congested area, where traffic control is relaxed."

Parking in congested areas, he points out, has cost Chicago

moving the same way. Thus all cars could be kept moving and confusion would be reduced to a minimum.

2.—Cut off curb corners on a radius equal to the width of the narrower sidewalk, so that autos trying to make a right turn could do so easily by hugging the curb and not interfere with other traffic.

"In any case," Cox concludes, "make the safe path the easiest path to follow and eliminate confusion by marking out on the pavement with paint or preferably with a combination of paint and bumpers the paths to be followed by both pedestrians and vehicles. If this principle is adhered to in any given case, improvement will surely result."

European Grand Prix races at Lyons, France, next August, will develop some novelties in automobilism. One of these is the new Fiat 122 cubic inch engine, a two-stroke six-cylinder V-type motor, equipped with a supercharger and developing 150 horsepower. Superchargers are expected on other racers as well.

Improved production of gasoline has doubled the amount obtainable from crude oil. According to recent figures, gasoline is being sold to 12 times as many vehicles as in 1913, yet the production of crude oil has increased only three-fold. That is, six times as much gasoline is being produced. And the gas of to-day

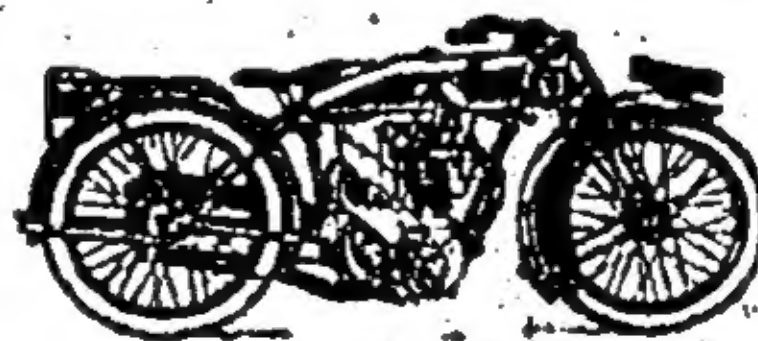
is going much farther, with improvements in motors and carburetors, and a better grade of fuel than has ever been brought out.

More easily road licence plates are suggested by Col. J. Scott Williams, one of Canada's war heroes, in the form of a rectangle higher than it is broad—about ten inches high by 8 inches broad. Col. Williams would have a six-number plate, for instance, divided into two rows of three numbers each, with the year between the rows and the State at the bottom. Every car would have a permanent number, with only the year changeable, and every state would have a permanent colour.

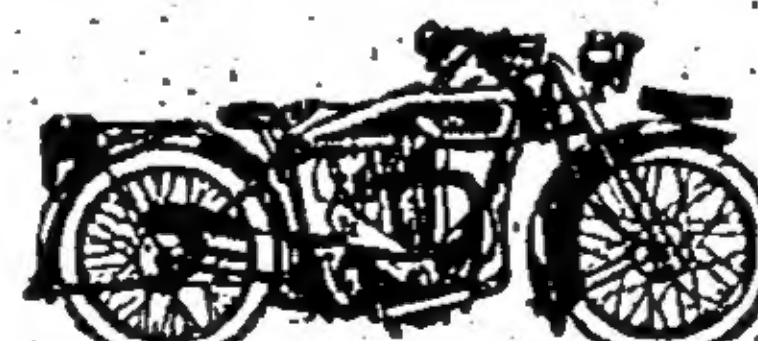
MATCHLESS

IN NAME AND REPUTATION

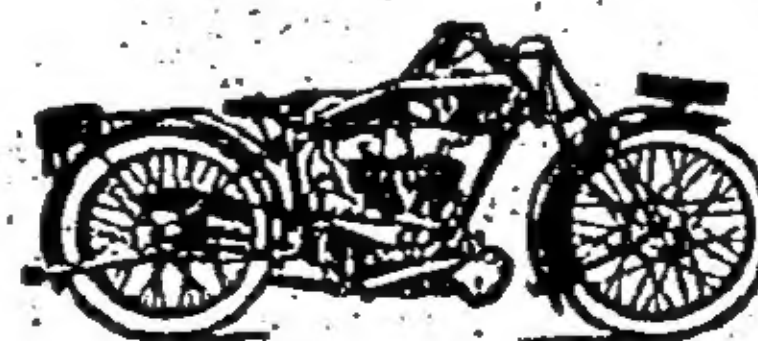
THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING



3 h.p. high efficiency side valve engine



5 h.p. Low Compression o.h.v. Single cylinder engine



8 h.p. J.A.P. latest type touring side valve 50° V twin touring engine.

All the above electrically equipped and complete with full kit of tools.

ORDERS NOW BEING BOOKED FOR SECOND SHIPMENT.

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG & SHANGHAI HOTELS, LTD.

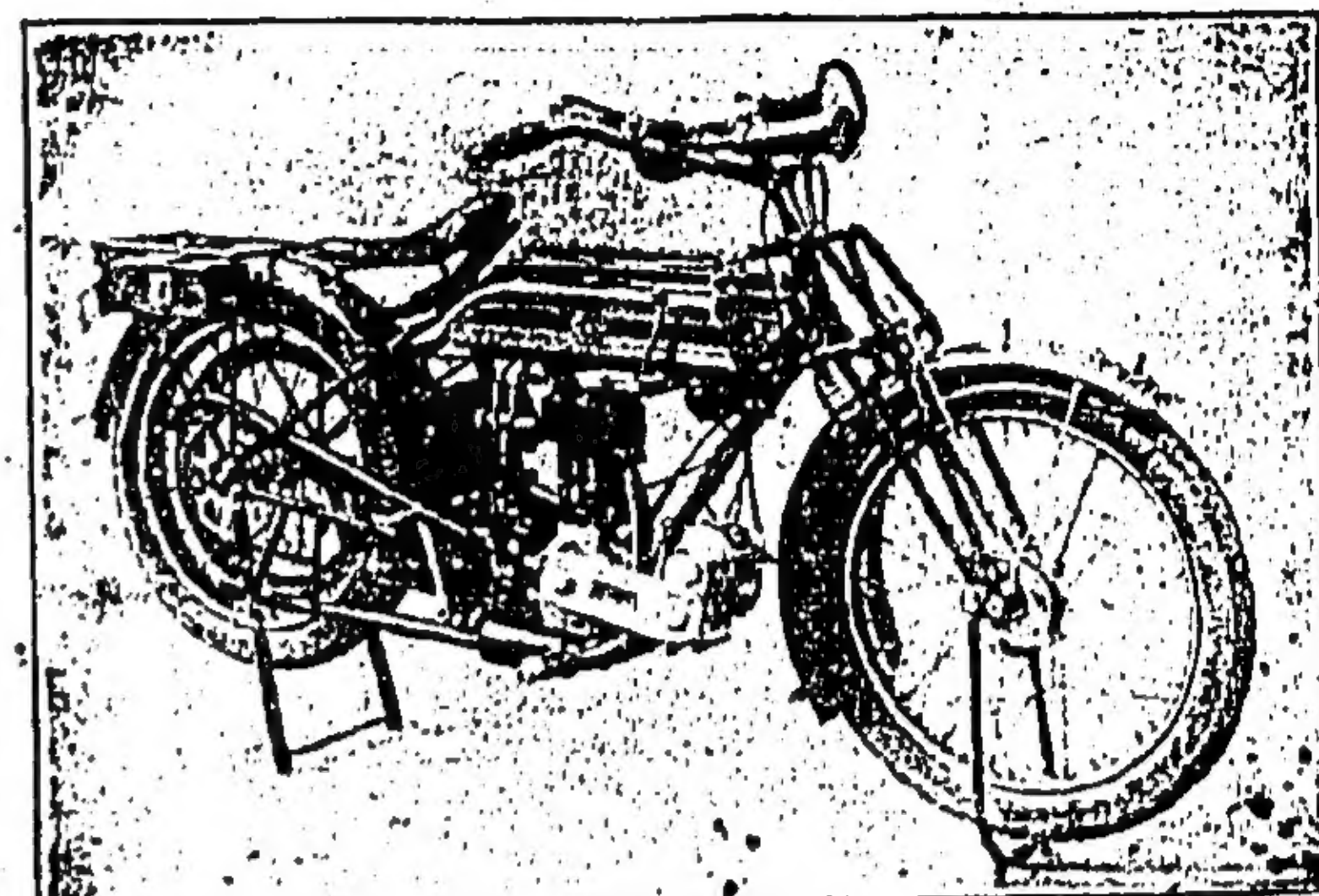
TRIUMPH

The tremendously increased demand for Triumph Motor Cycles is striking evidence of their vast and ever increasing popularity:—

* 5 1/2 h.p. Model S.D. Dynamo\$800.00
4.99 h.p. Model R. O.H.V. Dynamo.....\$830.00
2 1/2 h.p. Model L.S. Dynamo\$675.00
2 1/2 h.p. „ L.W. „\$535.00

Triumph models are equipped with Lucas Dynamo Lighting Sets.

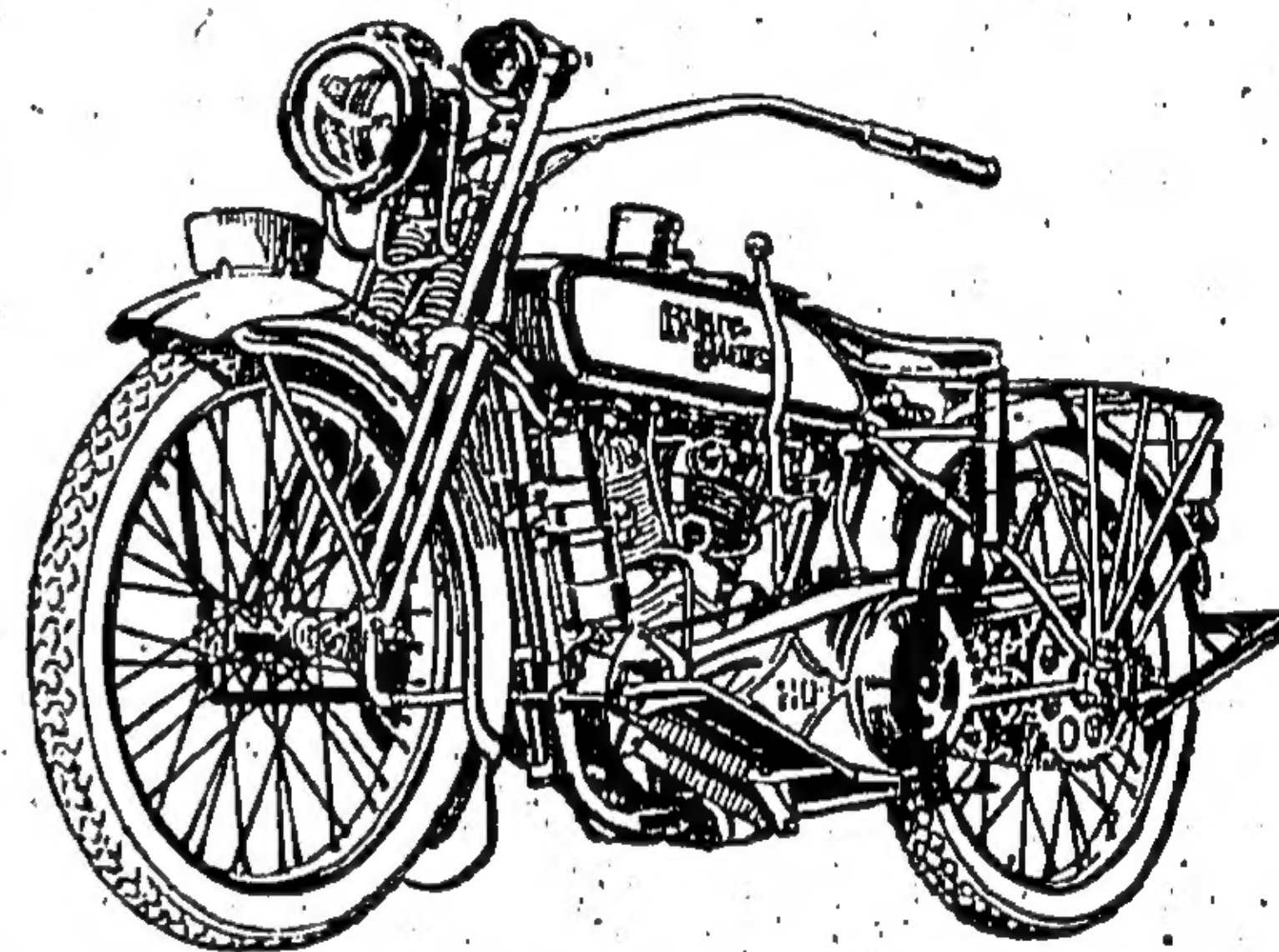
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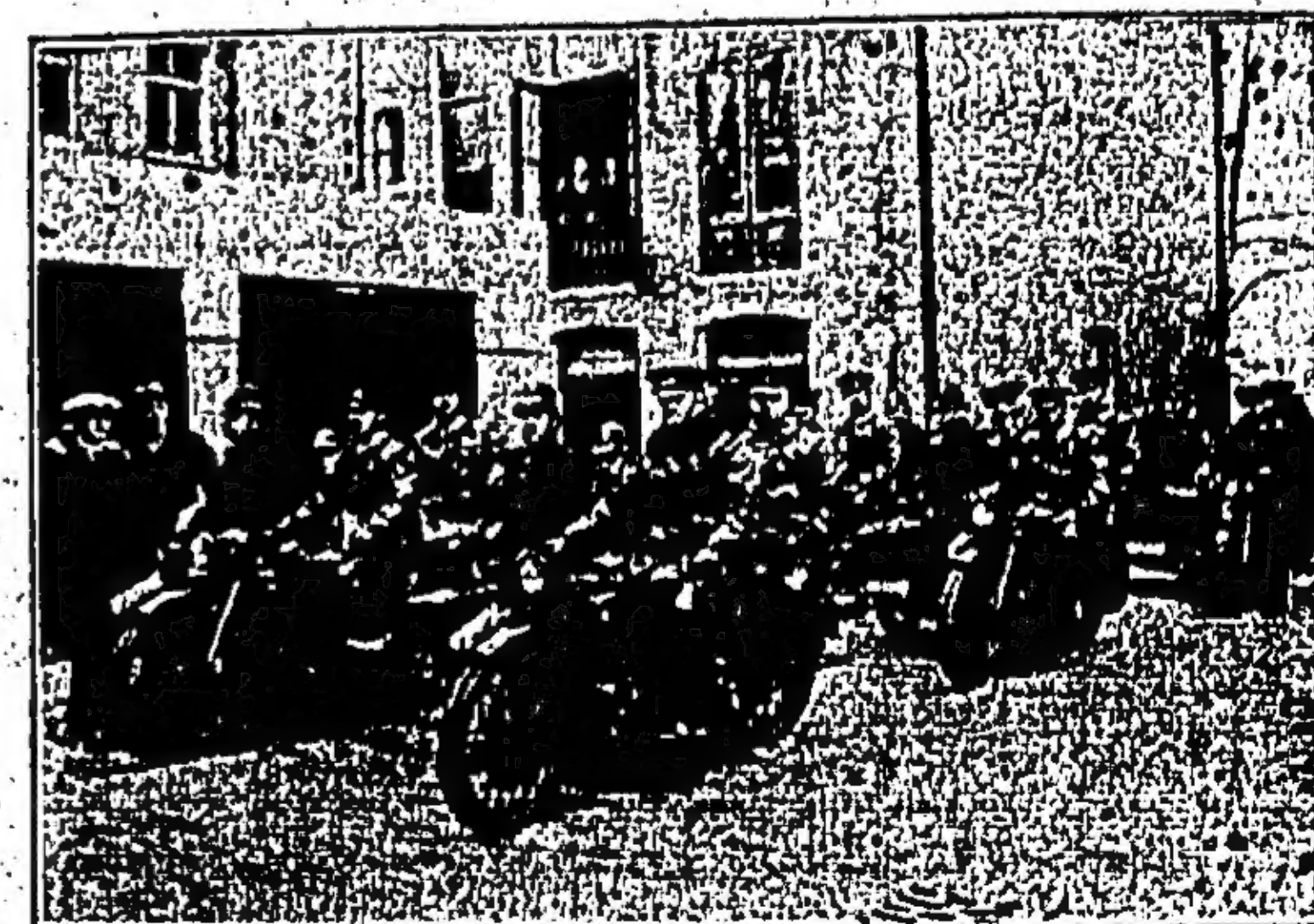
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DAY IN AND DAY OUT

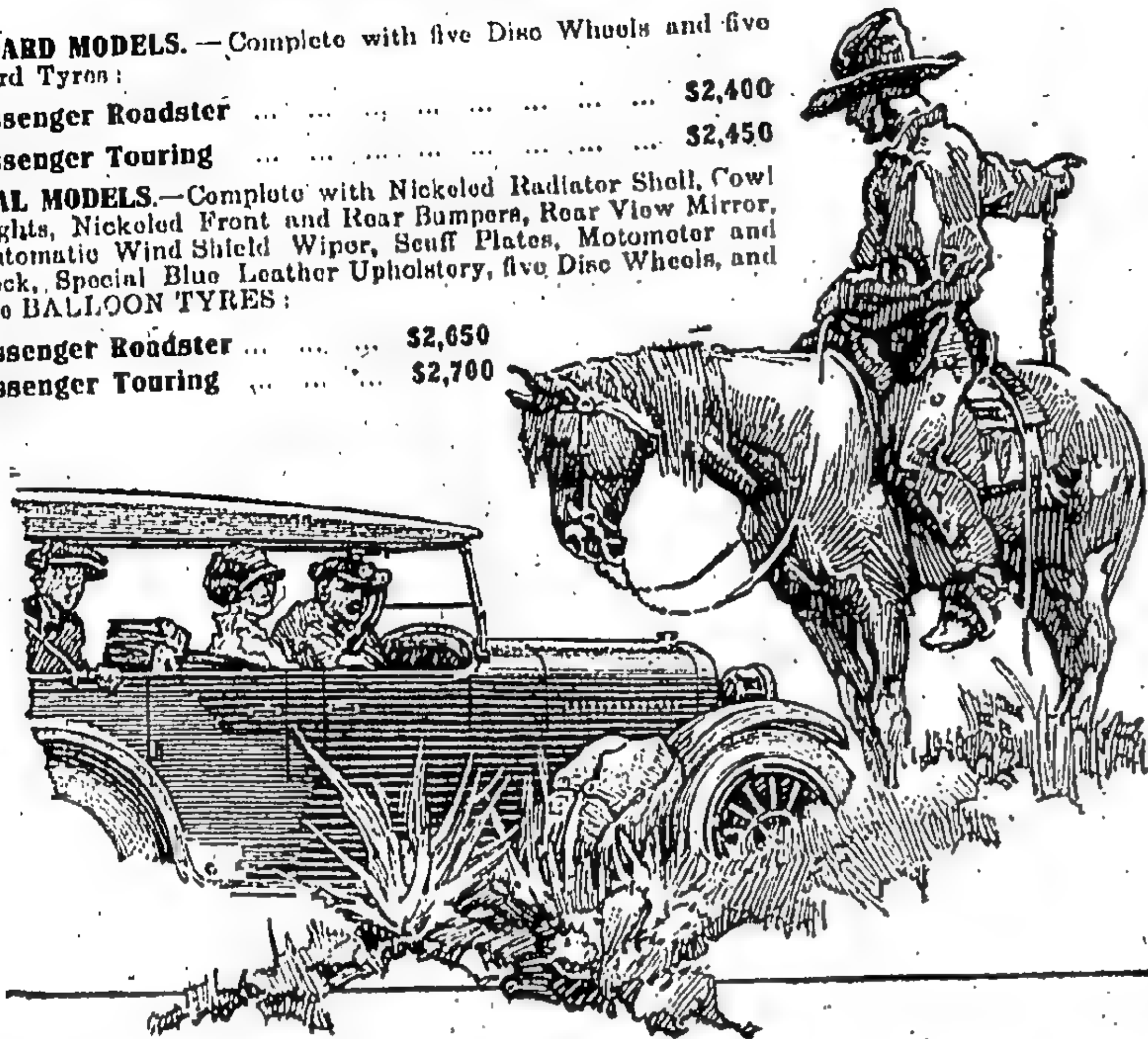
Day in and day out, in all parts of the world, Dodge Brothers Motor Car serves its owners faithfully and at low cost. This is because Dodge Brothers have consistently built their product more staunchly than strict manufacturing practice requires. Employing only the finest materials, they have insisted upon an exceptional margin of excess strength in every part that takes a major strain.

STANDARD MODELS.—Complete with five Disc Wheels and five Cord Tyres:

3-passenger Roadster \$2,400
5-passenger Touring \$2,450

SPECIAL MODELS.—Complete with Nickelod Radiator Shell, Cowl Lights, Nickelod Front and Rear Bumpers, Rear View Mirror, Automatic Wind Shield Wiper, Seuff Plates, Motomotor and Lock, Special Blue Leather Upholstery, five Disc Wheels, and five BALLOON TYRES:

3-passenger Roadster \$2,650
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The DRAGON MOTOR CAR Co., Ltd.

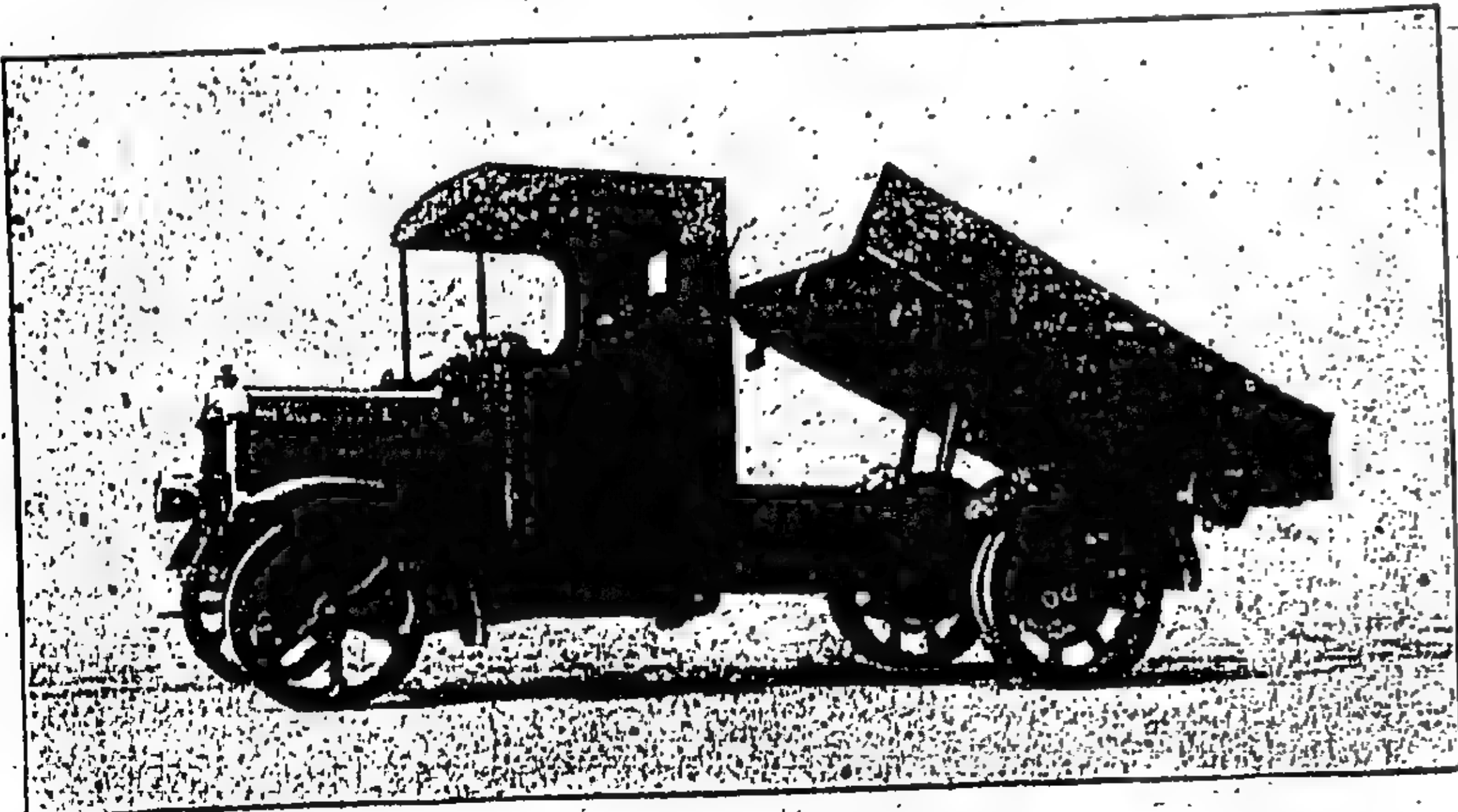
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DENNIS

COMMERCIAL Vehicles are manufactured by Messrs. DENNIS BROS. OF GUILDFORD, ENGLAND, the oldest firm in the Motor Engineering Industry, and the pioneers of the "Worm Drive."

"WORM" gear is the only gearing that shows **INCREASING EFFICIENCY WITH USE.** Other gears **WEAR OUT.** The "worm" gear—**WEARS IN.**

THE use of "worm" gearing in Commercial Vehicles is now almost universal. The compliment thus paid to Messrs. Dennis Bros. Ltd., by the leading makers of the world, will convince the thoughtful observer that they were **RIGHT**, and that he will be well advised to decide in favour of a "DENNIS" machine when adopting or extending, the use of Motor Transport.



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Telephone C. 0437.

GREATER COMFORT.

PROBLEM OF EASY RIDING.

One of the greatest problems upon which motor engineers are centring their attention is that of producing better riding comfort for automobile passengers.

This is one of the five major projects before the research department of the American Society of Automotive Engineers this year. The other four are fuels, truck transportation costs, gears and highway construction.

The problem of riding comfort offers particular difficulty to the engineers in that they have the human element to contend with. There is nothing stable which they can measure. Every person is different in his feelings and reactions from the rest.

Little information has been available even in learning what are the basic factors that determine the riding qualities of automobiles, let alone trying to study them and improve on them. There is, however, a generally accepted working basis for the research activities into this line of automotive engineering.

The psychological and physiological effects of auto-riding are being studied, for instance. What effect change of speed has on a passenger, whether one speed feels better than another, or what effect the seat upholstery has on the rider are all important questions to be considered.

Then there are topics such as the effects of wheelbase length, spring suspension, unsprung weight, types of tyres, types of seats, backs and floors and irregularity of the road, that are being studied scientifically.

Besides the technical questions applied to riding comfort, the automotive society's research department has to consider the varying sides of human nature, and the effects of riding changes on different persons. For example, Dr. H. G. Dickinson of the United States Bureau of Standards suggests such questions for research as:

Do different people have radically different ideas about discomfort?

Are motions which are pleasing to some, displeasing to others?

Are persons equally sensitive to motions or forces in different directions and, if not, which are more important?

Physicians in the United States own 144,000 cars.

Rim cutting is largely caused by bent or even slightly bent rims.

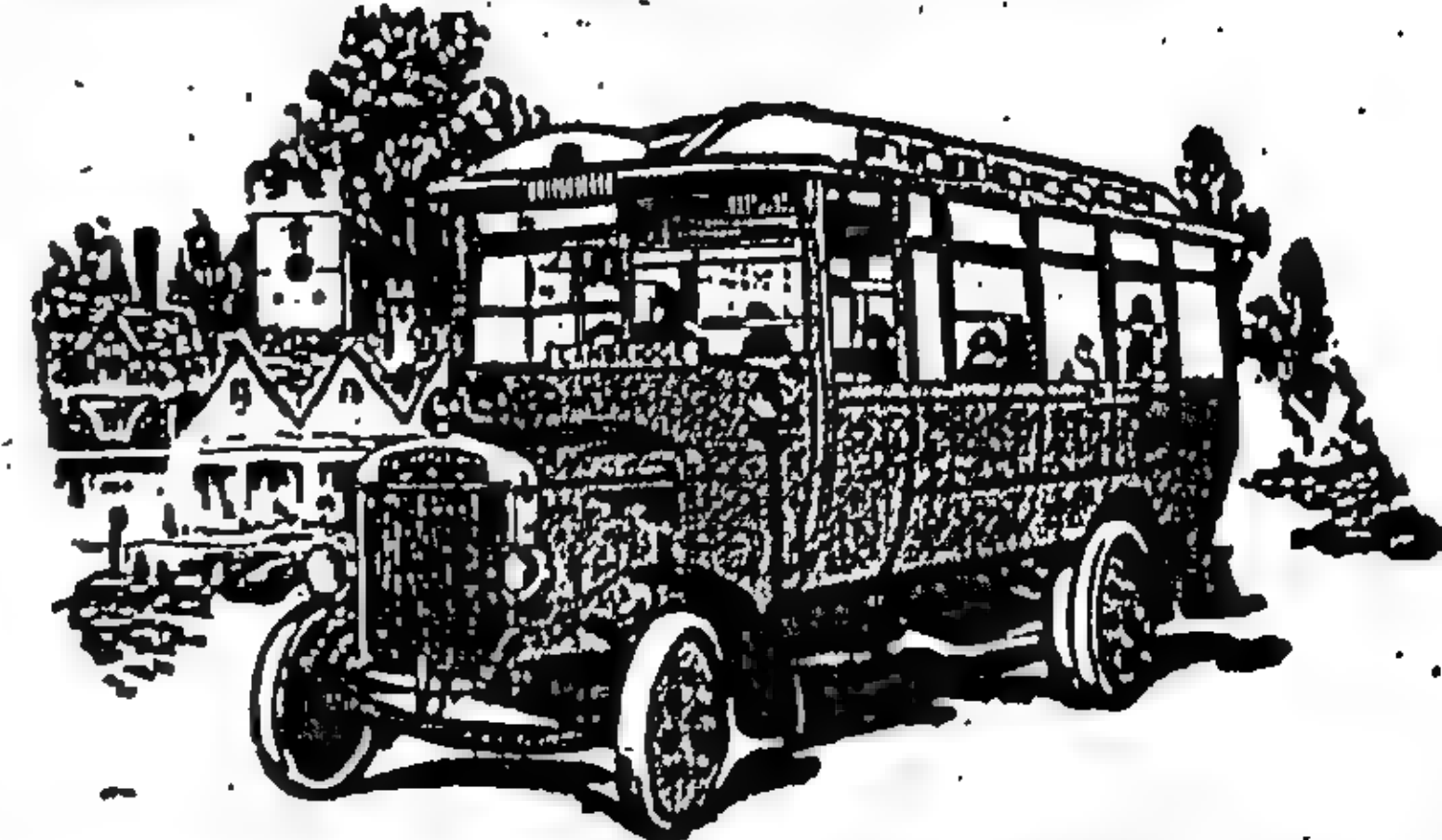
Eleven out of every 13 motor vehicles in the world are in the United States.

Twenty-one racers have already entered in the European Grand Prix at Lyons, France, to be held in August.

THORNYCROFT

COMMERCIAL VEHICLES

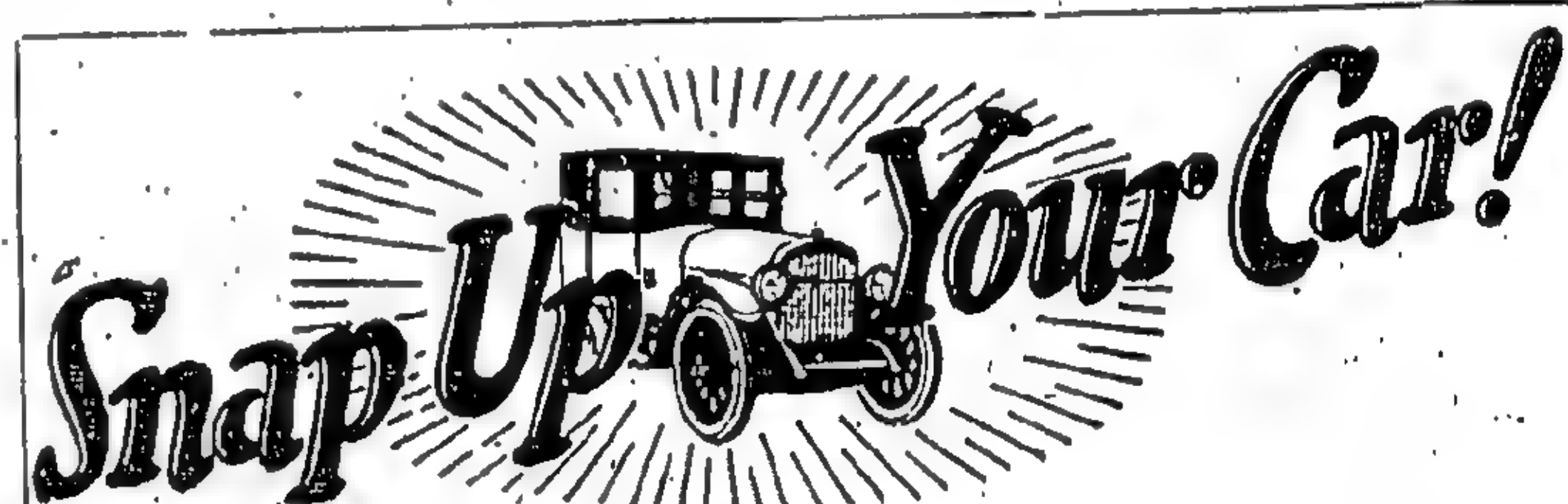
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise



TRUCKS
FOR HAULAGE
FROM—
2 TO 6 TONS

BUSES
SPECIALLY
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TRUST A THORNYCROFT WITH YOUR TRANSPORT
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If YOU want YOUR CAR

to look right and act right, remember that we are Auto Doctors and have built up our business success on the foundation of service.

Remember:—The best of cars need repairs at times. As reputable service men, we won't try to make you feel that of all makes of cars yours is the worst, or that you have a peculiarly wretched car.

Honesty is important as well as service. You get both from us.

"Our Service at Your Service."

The DRAGON MOTOR CAR CO., LTD.

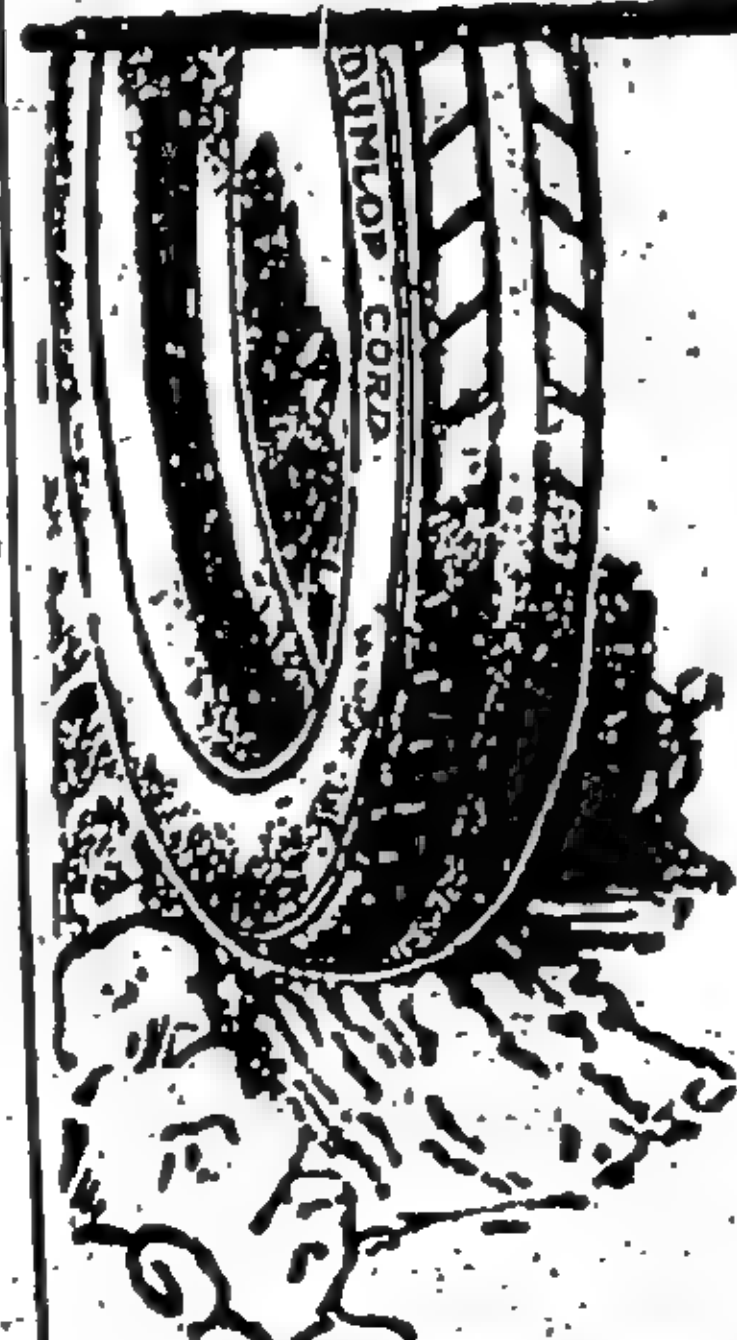
Expert and Constant European Supervision.

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A. J. Allison, Service Manager.

TYRE PRICES ARE DOWN
Do you know it. If you are not acquainted with the reduced tyre prices, ask for revised price list.

DUNLOP CORDS,



— marketed at lowest price consistent with the production of the World's best tyre. Only the very best raw material is good enough to secure the mileage which is built into the Dunlop Cord.

Dunlop Cords are **UNIFORM** throughout the World. They are built to a uniform standard of quality to secure the longest mileage in all climates—AND **THEY COST NO MORE THAN OTHER MAKES.**

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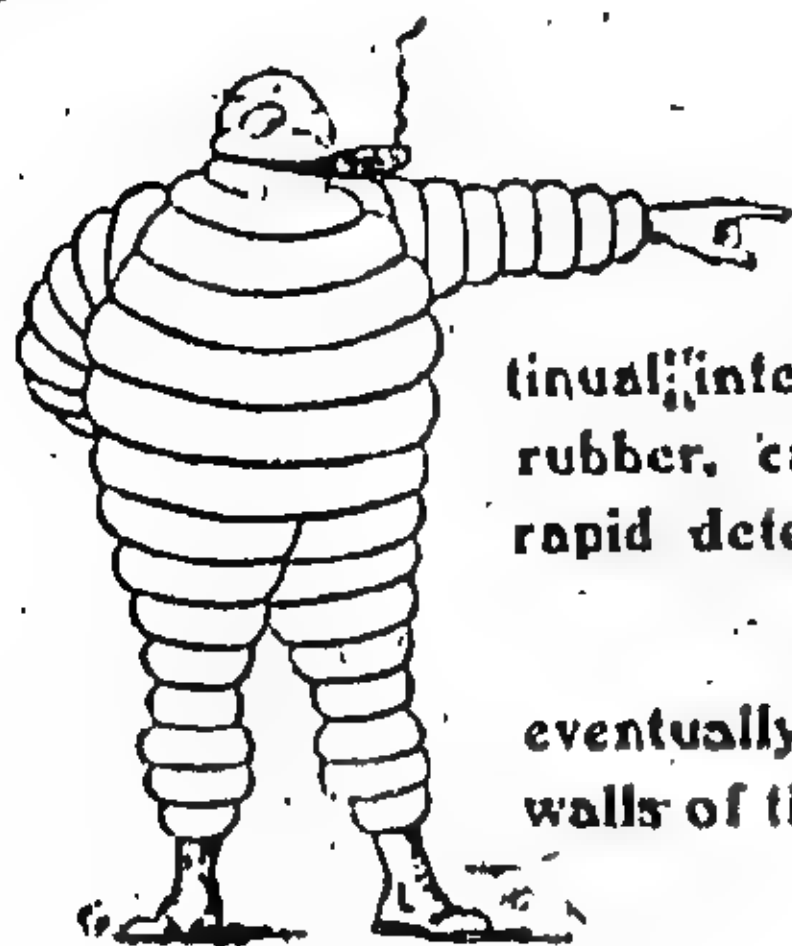
the aromatic non-pinking spirit

MEETS every need of the motorist—quick "pick up," maximum mileage, dominant power, utmost speed—plus real economy. **SHELL** gives you everything.

The Asiatic Petroleum Co. (Straits Settlements) Ltd.



HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:—

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Col. Sir Edward Ward, Bart, G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Wintorsdale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys-Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Heward Short, M.A.C., T.A.
and many others too numerous to mention.

Her Grace the Duchess of Malborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Worley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.
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THE BALLOON TYRE IN 1924.

A WORD TO DEALERS.

The tyre dealer has a great deal to think about in connection with the advent of the balloon tyre. A new tyre season has just begun and the tyre dealer finds it necessary to do some quick, straight thinking if he is to avoid serious complications for himself and his business.

Tyre manufacturers know that the balloon tyre has come and come to stay. They have been working on it a long time now and are fully acquainted with its merits. They regard it as the tyre of the future, a development that cannot be sidetracked.

The dealer knows that the manufacturer usually knows what he is talking about on the technical features of a tyre. The dealer is perfectly willing to take the manufacturer's word for it that as time goes on the use of balloon tyres will be gradually

increased. But the dealer wants to know what is going to happen this year, and what stocks he should carry to give the motoring public what it wants.

One fact that is clear is that it is going to take some time for the merits of the new tyres to demonstrate themselves to car owners. It took about seven years for the cord tyre to drive the straight side fabric tyre off the market, although the merits of the cord tyre were apparent from the first. It can be reasonably assumed then that the balloon tyre will not make substantial inroads on the use of high pressure tyres during 1924.

It is safe for the tyre dealer to expect that eighty-five per cent. of tyres sold during 1924 will be high pressure tyres. Three important elements enter into the situation: In the first place, very few of the 14,000 car owners in America will want to scrap their present tyre equipment in order to adopt balloon tyres. Balloon tyre tyres can of course be

used on rear wheels while the front wheels are wearing out the old tyre equipment. The bulk of balloon tyre equipment this year will be supplied as original equipment by makers.

Second, a considerable portion of the motoring public will hesitate about buying balloon tyres so long as there is any appreciable greater expenditure involved than when standard high pressure tyres are used.

Third, there will be a disposition among motorists for some time to come to regard balloon tyres as an experiment, while the standard high pressure tyres are regarded as a product of demonstrated value and giving complete satisfaction.

The one thing that is going to make it harder for the balloon tyre to establish a superior position for itself in public favour is the exceptionally fine service which standard high pressure tyres are giving. The last thing a motorist has to worry about today is his tyres. Motorists are

SUDDEN FAILURE.

SOME ELEMENTARY HINTS.

In these days of remarkable motor-car reliability it is long odds against "anything going wrong" if the car has anything approaching correct handling—and if it itself is anything approaching a good motor-car: some are not, you know!

But the novice and the driver of comparatively limited experience have a daily subconscious nightmare. "Supposing something goes wrong?" To some extent this fear—largely groundless—tends to mar their enjoyment.

Some drivers have a thorough knowledge of the anatomy of a chassis; some a good general smattering of knowledge, and some a delightfully complete measure of ignorance. Luckily the car has no sense for diagnosing these differences, like a horse or a camel, and consequently is always on its best behaviour, even though the best behaviour will vary in degree with the driving skill exhibited.

A LITTLE KNOWLEDGE IS USEFUL.

But to the unconverted, says a London writer, I would preach the gospel of elementary knowledge of chassis anatomy. You should at the least have a general knowledge of "how the wheels go round"—if for no other reason than that it adds to the joy of controlling those wheels to your whims.

But suppose your car splutters to a standstill in the middle of Piccadilly? You would feel an "awful ass" if you didn't know whether you had run out of petrol or whether the sparking plug had gone on strike. You'd have to ask a policeman.

The more likely causes of car failure are very simple, and should be appreciated by all drivers. If, for example, your car does splutter to a standstill, it is very probable that petrol failure is the cause. It is rare that a magneto stops suddenly, though it may suddenly refuse to start, which is quite different.

WHO SAID R. T. D.? It is well to remember, therefore, that the more petrol there is in the tank the less likely you are to run short of it. Isn't that brainy? But it is extraordinary how many motorists always run with a minimum supply in the tank.

I don't know whether they are hoping for a price reduction, or fear that it may evaporate, but you rarely come across a petrol tank on the right side of half full. And, "ong passong," here's a good one for you.

If the engine won't go at all it's long odds that the trouble is either lack of petrol or lack of spark. Your first stop is to see that petrol is getting to the carburettor—a simple "lickish" job.

But it does not follow that because there is petrol in the chamber the petrol is getting to the engine. If she is still obstinate you must "narrow down" to no spark or a choked jet.

If you don't know how to test for the presence of a spark—ask someone who does to show you; it's easier than verbal description. If you find the spark all right (and know that the plugs are clean and correctly adjusted) you can now tackle the jet.

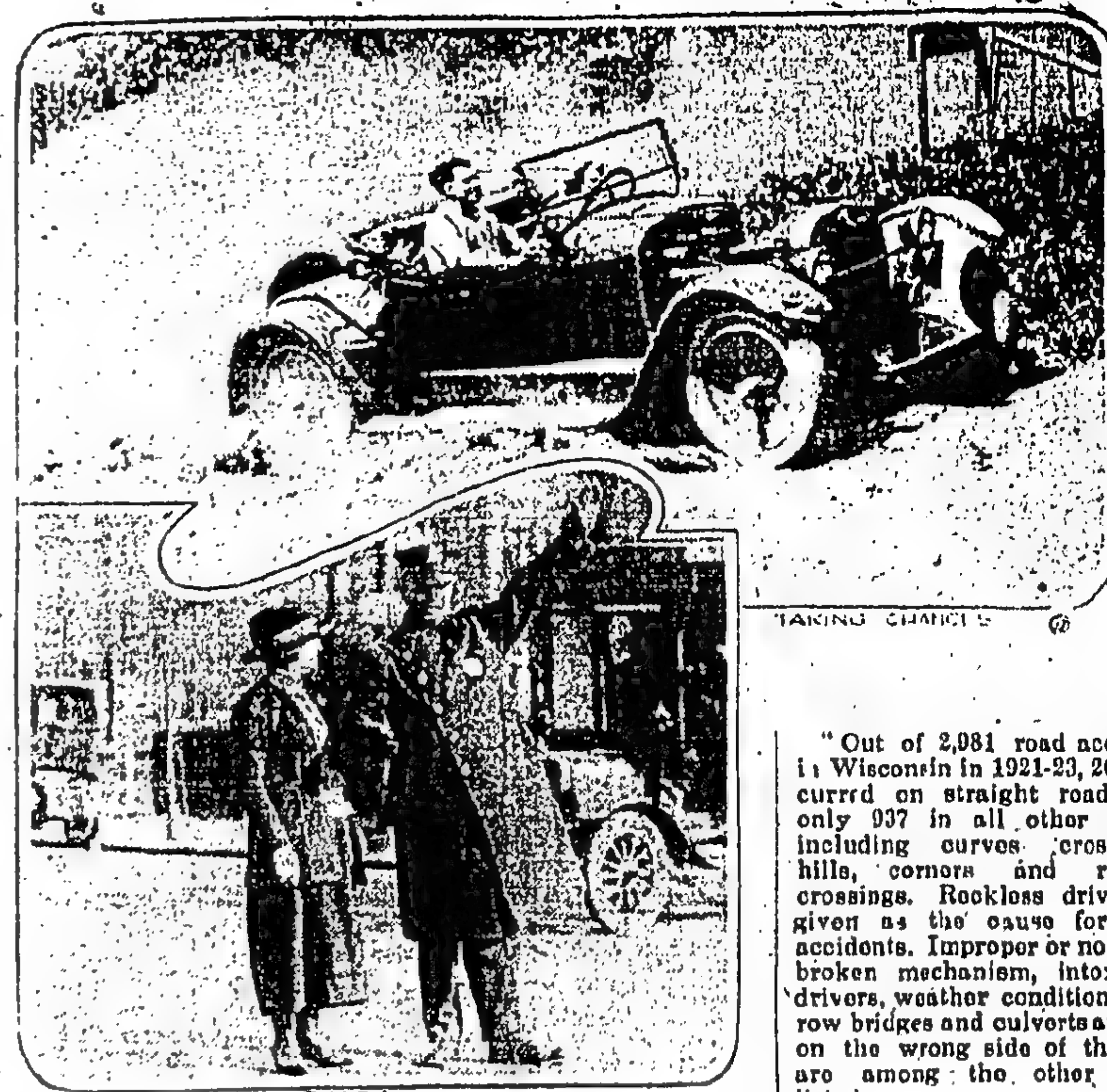
In your tool kit there is a spanner to fit the nut under the jets, and a key to fit the jets themselves. Remember that you must, when standing over the job, turn the spanner and key to the right—the normal way for tightening up—in order to loosen them.

Clear the jet or jets by blowing through them with the tyre pump (not with a hairpin), and replace; remembering, of course, that you must not turn in the normal unscrewing direction in order to tighten them up. And then you can glory in that "something attempted, something done" feeling.

perfectly satisfied with the service they have been getting from their tyre equipment, and there is going to be a stronger disposition than usual to refrain from taking chances with the new product until its superiority has been fully demonstrated.

With the average high pressure tyre delivering more mileage for the dollar than ever before, it is going to take quite some time for public sentiment regarding the balloon tyre to crystallize, and in the meantime most car owners are going to let well enough alone. All these facts lead to the conclusion that 1924 will be a year in which the dealer will sell some balloon tyres, a fair quantity of balloon tyre tyres, but the bulk of the business will be done on standard high pressure tyres.

MOST MOTOR ACCIDENTS ON STRAIGHT ROADS.

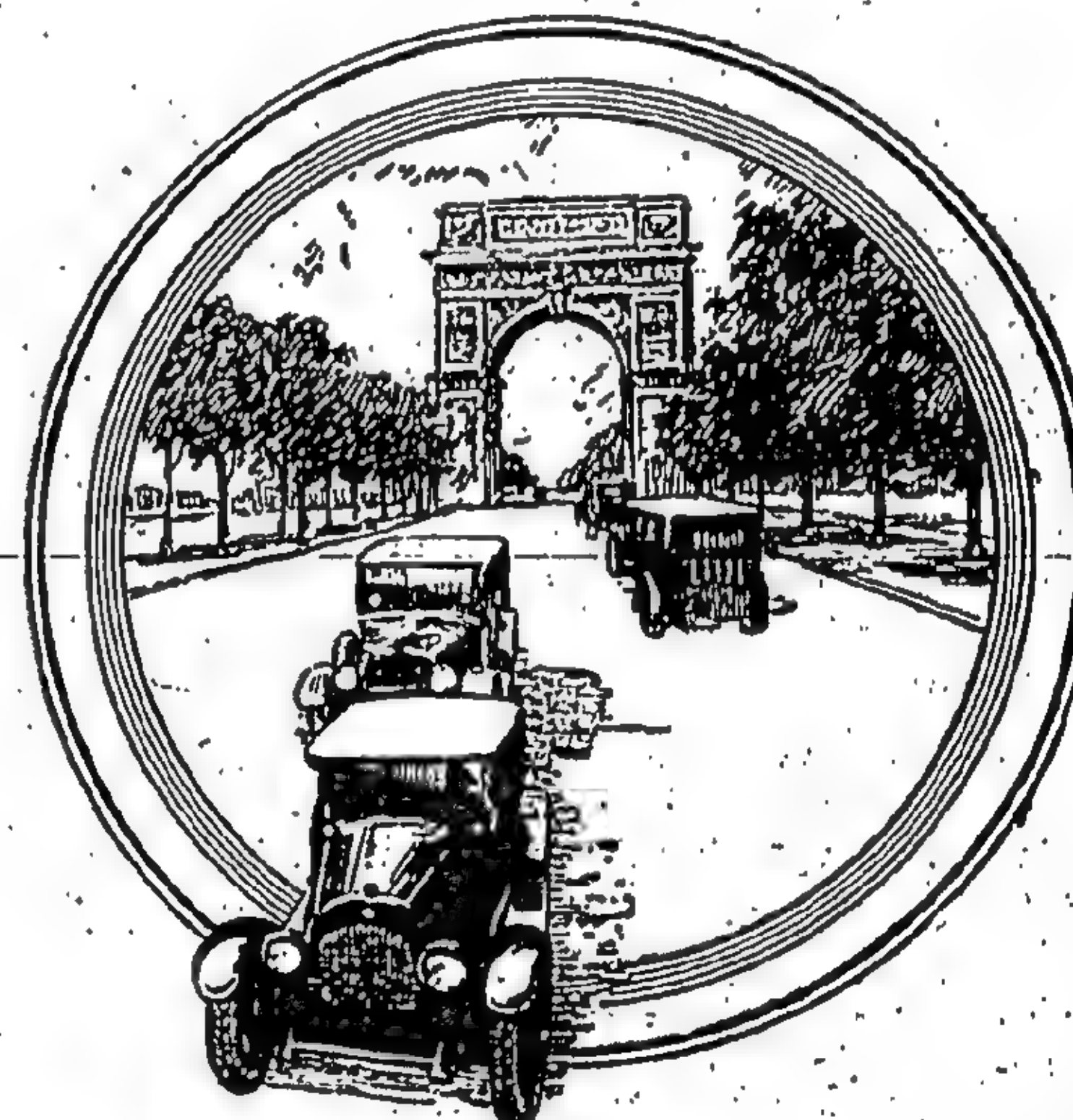


"Out of 2,981 road accidents in Wisconsin in 1921-23, 2,044 occurred on straight roads and only 937 in all other places, including curves, crossroads, hills, corners and railroad crossings. Roadless driving is given as the cause for 1,622 accidents. Improper or no lights, broken mechanism, intoxicated drivers, weather conditions, narrow bridges and culverts and cars on the wrong side of the road are among the other causes listed.

"It is interesting to note that in the 2,981 accidents, there were 10,258 people involved. Nearly always, the reckless driver jeopardizes the lives of several of his family and friends. The Royal Arcanum is striving to teach the doctrine of safety in all walks of life through 1,300 councils and 125,000 members in the United States and Canada. The order has no other motive in this save the conservation of life through sensible, cautious living."

Straight roads with their fascination for the driver who "likes to step on the gas" are responsible for more automobile accidents than curves, hills or even railroad crossings, according to Mr. Richard E. Kropp, Supreme Regent of the Royal Arcanum, Chicago, who based his assertion on automobile accidents tabulated in the state of Wisconsin in 1922-23, where straight road accidents outnumbered all others more than two to one.

"Curves, hills and railroad crossings seem to bring out any caution that a driver has," said Mr. Kropp who has studied traffic conditions in connection with the Royal Arcanum's nation-wide campaign for the prevention of accidents. "A man who would not think of skidding around a sharp turn will drive his car faster than fifty miles per hour on the straight-away. In the city, the white-gloved hand of the traffic officer prevents such recklessness."



A Name Car-Owners Trust

IN every line of business achievement there is one name which stands for quality—always identified in the buyer's mind with the best of its kind.

In the tyre field the name, Firestone, bears this relation to the others. It is the name which experienced motorists immediately think of when exceptional quality is desired.

Firestone Tyres give the topmost limit of strong, dependable service, with added values in comfort, safety and appearance.



Most Miles
per Dollar

The DRAGON MOTOR CAR CO., LTD.

26 Nathan Road, Kowloon

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Show Room and Service Station (Happy Valley)

(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses.)

Kowloon 226
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Firestone



**THE
FOOD-DRINK**
AT ALL
STORES.
IN 7 oz. & 15 oz. Bottles.

WOMEN'S INTERESTS

ASK
FOR
NESTLÉ'S
MALTED
MILK



THE VOGUE OF THE SCARF.

(Special to "Hongkong Telegraph.")



In the sketch is seen the scarf in some of its prettiest modes. A striped silk one is worn with a hat covered with the same silk. This scarf is very wide, and is plainly hemmed not being finished off with any additional fringe. With an afternoon frock a narrow one should be worn loosely knotted on the right shoulder, and a long heavy tassel weighs it down. In the evening a tulle scarf fringed with ostrich feathers is a most graceful decoration to a simple evening gown.

THIS WEEK'S RECIE.

Chocolate Tart.

Required: 4 gills of water and milk, 2 tablespoonfuls of cocoa, 2 tablespoonfuls of cornflour, 4oz. of caster-sugar, vanilla essence. Put the milk and water into a pan to boil. Mix the cocoa and cornflour, and blend smoothly with a little cold milk and water; add the sugar. Pour on the boiling milk and water while stirring; return to the pan and stir until the mixture boils, then simmer for 10 minutes. Add the vanilla essence, cool, and put the mixture into a round tin, lined with short crust pastry. Bake in a slow oven for 30 minutes.

Note: If too thick add a little more milk. All milk may be used for this if preferred.

MAH JONGG DRESS.



Here is the famous mah jongg dress that created such a sensation at the French races. It is of white georgette crepe over shaded green over pale grey. The scarf may be worn open or closed about the throat.

USE A LITTLE AMMONIA.

Ammonia is a strong cleansing agent, and for that reason is a useful addition to the household store cupboard. It softens water for washing purposes, and can be used when soda would ruin the articles. For instance, in the case of woollens, ammonia softens the water, without in any way injuring the garments. If a woollen garment or article of furnishing has become dull in colour and greasy in appearance, it may be sponged with ammonia and considerably improved thereby. This refers to carpets and hangings that have a woollen foundation.

People who are subject to profuse perspiration may counteract this condition by sponging with tepid water to which a little ammonia has been added.

When delicate colours have been spoiled by the stains of acids, ammonia, being a strong alkali, will often restore the colour.

Diamonds are freed from dust and take on a new brilliancy if a little is rubbed on the under side of the stone.

If a trace of ammonia is added to the water in which hair brushes are washed, all traces of grease will be removed from the bristles. Moreover, a comb is much more easily cleansed with ammonia and water than by the more lengthy and unsatisfactory process of cleaning the teeth with cotton.

AN IMPROVED SPONGE BAG.

People who travel a lot, or for other reasons spend a large part of their time in hotels or boarding houses, are forced to keep their sponges in a mackintosh bag, and they know from experience that both bag and sponge are apt to get close and musty.

A new and improved sponge bag is fitted at the top with an extra piece of net, which also draws up in usual bag fashion. The bottom of the bag is provided with a loop. When the sponge is not in use it is placed in the bag, the draw string pulled up, and then the bag is turned upside down and hung up by the loop. The sponge is thus suspended in the net end of the bag, where it quickly dries and is free to the air.

FEATHER TRIMMINGS.

Ostrich feathers and marabout become more and more ubiquitous as the weather grows warmer. Bands of either feather edge skirts and tunics, they finish the ends of long, transparent scarves; they form great, fluffy collars on wraps of brocade or thin silk crepe.

The latest ostrich feather fan is one that is made by mingling several plumes, the bigger the better, and choosing these in different shades. Black, pink and green plumes are often mingled together in this way in the one fan. Another idea, for the taste of those who prefer quieter effects, is to take a number of plumes, dye each one a different shade of a given colour, and then mount the lot on as decorative a handle as you can afford.

Mauve plumes, ranging from pale lilac to deep purple, look wonderfully effective mounted as a fan; also pink, ranging from shell pink to deep vieux rose. Fan makers are not expending their energies to any great extent on black and white designs, as a mixture of plumes in these shades has been found to look "more patchy" than effective.

NOTES FROM PARIS.

Milliners say that despite the fact that coloured hats are shown it is difficult to get the average woman to wear them, that she prefers black or a combination of black and white.

The envelope purse of leather with a monogram of small letters in silver or brilliant is very attractive.

Leather bolts in soft pastel shades as well as in vivid reds or greens are pleasing accessories with sport-frocks.

The use of flowers is one of the newest notes in millinery. They are being massed and combined as they used to be before the craze for untrimmed hats and draped turbans struck us.

Attempts to introduce metal embroidery and metallic meshes into hosiery has been successful and the newest stockings of silk have these decorations.

The single tassel that extends from the belt to the hem line, attached from a jewelled or braided ornament, is one of the most effective trimmings for the evening gown.

Birds' heads in the brilliant shades of the parrot and parakeet are used very smartly on hats by the Parisian milliners.

A new scarf for evening wear is made of two yards of chiffon edged with ostrich fringe.

Dull reds and all the shades of rose are seen in the latest collections. In chiffons they are most lovely.

A nightgown that is part of an elaborate trousseau from Paris is of white supple satin with a fitted yoke of real lace and white satin flowers.

THE LATEST CORSETS.

The latest shape in corsets is long, supple and boneless, and fastens with two lines of lacing, one each side of the front seam. A waist belt, destined essentially for morning wear, is made of thick satin, and buttons down the back, with four stripes of elastic formed into loops with which to fasten the buttons, as well as supply the necessary resiliency for comfortable walking.

THE FEMININE NECKTIE.

The feminine necktie is to be seen from time to time. One famous firm ties the back of a roll collar to the neck with a black gros-grain ribbon which encircles the throat and ends in a port bow knot under the chin.

A number of other designers are adding round-cut collars to

SPOTLIGHT.



Latest portrait of Mademoiselle Deylle, claimed to be the most beautiful actress of Europe. France claims her but most of Europe has seen her in many successes.

their blouses and finishing them with cross-striped, checked or diagonal-striped ties that are long and ribbon-like, and certainly contribute an airy effect of youth to the frock or costume they adorn.

TWO EXTREMES OF WOMANHOOD.



The two extremes of womanhood. Left: Commandant Mary S. Allen, the mannish type. Right: A fashion model illustrating the "ultra-feminine" type of girl.

Morning frocks of late have waists broken up in a model shown a tendency to have out-out panel design. Many chintzes are specially designed to harmonize with period furniture. In some cases, they are actual copies of old designs now in the museums. Where period furnishings have been carried out, there is a tendency to have a similar style in the dress. It is just as well to consult the salesmen on the matter, and then get everything to reading.

ON CHOOSING CRETONNES.

The modern home relies upon bright chintzes and cretonnes for so many of its furnishing effects that the choice of these fabrics is legion. And it is because of their bewildering variety that the greater care is needed in their selection. Apart from the more obvious question of colour, design also should be considered in relation to the rest of the room.

Many designs that are admirable for curtains are less suited for chair covers. This is a point often overlooked, and, according to the purpose for which the fabric is intended, it is advisable to try it out first. That is, if curtain fabric is being chosen, get the salesman to hang a length over something high, in order that you may see the material as it would be used. If for a chest-of-drawers, lay it over a chair. Fabrics are apt to look very different in use than in the roll.

Large all-over designs are sometimes extremely effective but are better left alone if the room in the house for flat are small. On the other hand a pattern that is excessively small, though perhaps charming in a short length, is apt to be monotonous in its endless repetition when used extensively.

Violent contrasts in colour provide another pitfall for the unwary who live in small rooms. One sees daring schemes, perhaps in a stage set, that look extremely effective, and endeavours to repeat the ideas at home where they turn out a disastrous failure. It is all a question of space. In a room of ordinary dimensions it is much safer to use hangings that tone or even merge into the colour of the walls, for instance, or some other dominant feature, than those in pronounced contrast.

Many decorators specialise in chintzes and wallpapers that match, and in this way it is quite to easy evolve a charming scheme. For instance, a plain wall may be surmounted by a decorative frieze the pattern of which again appears on the curtains. Hangings to match are attractive, and in no way monotonous when the

SPAIN'S FAIREST MAIDEN.



Spain has grown tired watching beauty contests in the United States, England, France and other countries. So she stages one of her own. And here is the prettiest maid whom the judges decided was the prettiest in all Spain. They call her Senorita La Goya.

MODE OF THE MONOGRAM.

The monogram promises to be very popular this summer on outdoor clothes, on handbags, handkerchiefs, as well as lingerie. To look really smart it must be exceedingly well worked.

The secret of success lies in the padding, which must be even and adequate. The usual padding stitch which is worked for all raised effects is hardly sufficient. Instead, raised felt initials, which may be bought at the haberdashery counters of all the big shops, should be used. They are designed both as separate initials and as intricate monograms, and it takes very little time and effort to cover them. When finished, they have a most professional appearance, which remains to the end, as the padding does not suffer in laundering.

PARIS FASHIONS IN BELTS AND HANDKERCHIEFS.

Belts of coloured suede, with a little triangular pocket to contain a few pennies for car fare and a coloured silk handkerchief, are featured by several shops, and one of the great designers has adopted these as the single adornment of his morning frocks.

The coloured silk handkerchief is still with us—in foulard, in crepe de Chine and in chiffon. Striped borders are one of the favourite trimmings, but the print-patterned handkerchief dies hard.

Among the linen handkerchiefs there are delicate, coloured ones, some pink, some sky blue, some pale green, or mauve. They have edges deeply scalloped or cut into points and embroidered with narrow lines of white, and many have a white monogram placed quite a distance from the edge.

nine inches square. They make a fresh white note which answers that of the white cuffs and collars which are appearing just now.

Large square handkerchiefs for evening wear are made of georgette, and they are bordered with a lame brocade of flowers. They come in tones of white, old blue, pink, yellow, green and apricot, and will prove quite the graceful thing to draw about bare necks when the summer night coolness of the terrace replaces for a while the brightly lit heat of the dancing room.

ORCHID CREPE.



Slits-backed crepe in orchid shade makes this simple but lovely evening frock. There is a hint of a ruffle about the waist and the skirt is finished off by a wide black band. Fields of the material are used in the skirt.

GECOPHONE

A REVOLUTION IN WIRELESS VALVES

D.E. 3

MARCONI VALVES.

MADE AT THE OSRAM LAMPWORKS
800 HOURS USE FROM ONE DRY CELL
FILAMENT CURRENT 0.08 amps.

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CIGARETTES

They Satisfy—millions!

LIGGETT & MYERS TOBACCO CO.

RADIO NOTES AND NEWS.

Single-Control With Sharp Signals.

What most of us want is a simple, sharply tuned radio receiver, that brings stations clearly, yet is of comparatively low cost and offers no trouble.

One of these is the simple, single-control set pictured here. Perry O. Briggs, radio amateur, designed it. Add two stages of amplification to it and you will have a highly efficient receiver that will bring in distant broadcast concerts with strength and clarity. And there is practically no radiation.

The set consists of the following material:

L1 and L2, primary and secondary coils of antenna coupling.

L3, tickler coil.

C1, variable condenser, 0005 mfd.

C2, fixed mica condenser, .001 mfd.

C3, grid condenser, no leak.

R, rheostat, 50 ohms.

Vacuum tube socket.

Two wood shafts, about 8 inches long, 1 inch wide and 3-8 inch thick.

One large panel, 6 by 11 inches.

Two smaller panels, one 11-2 by 4 inches, the other 3 by 4 inches.

Wood base, 8 by 11 inches.

Fifty-five feet No. 12 D.C.C. wire.

Eleven feet No. 18 bell wire.

Seven feet No. 12 D. C. C. wire for leads.

Seven binding posts.

The battery binding posts are

"In general," explains Kruso, "a good variable condenser is of the air type and is built so that leakage must go through long paths in material that is not too thick or wide."

These three coils are designed to offer little resistance, and therefore sharp tuning. The heaviness of the wire, the lack of any varnish, the absence of any tube, their freedom from other parts of the set—all these co-operate for low loss in tuning in broadcast programmes.

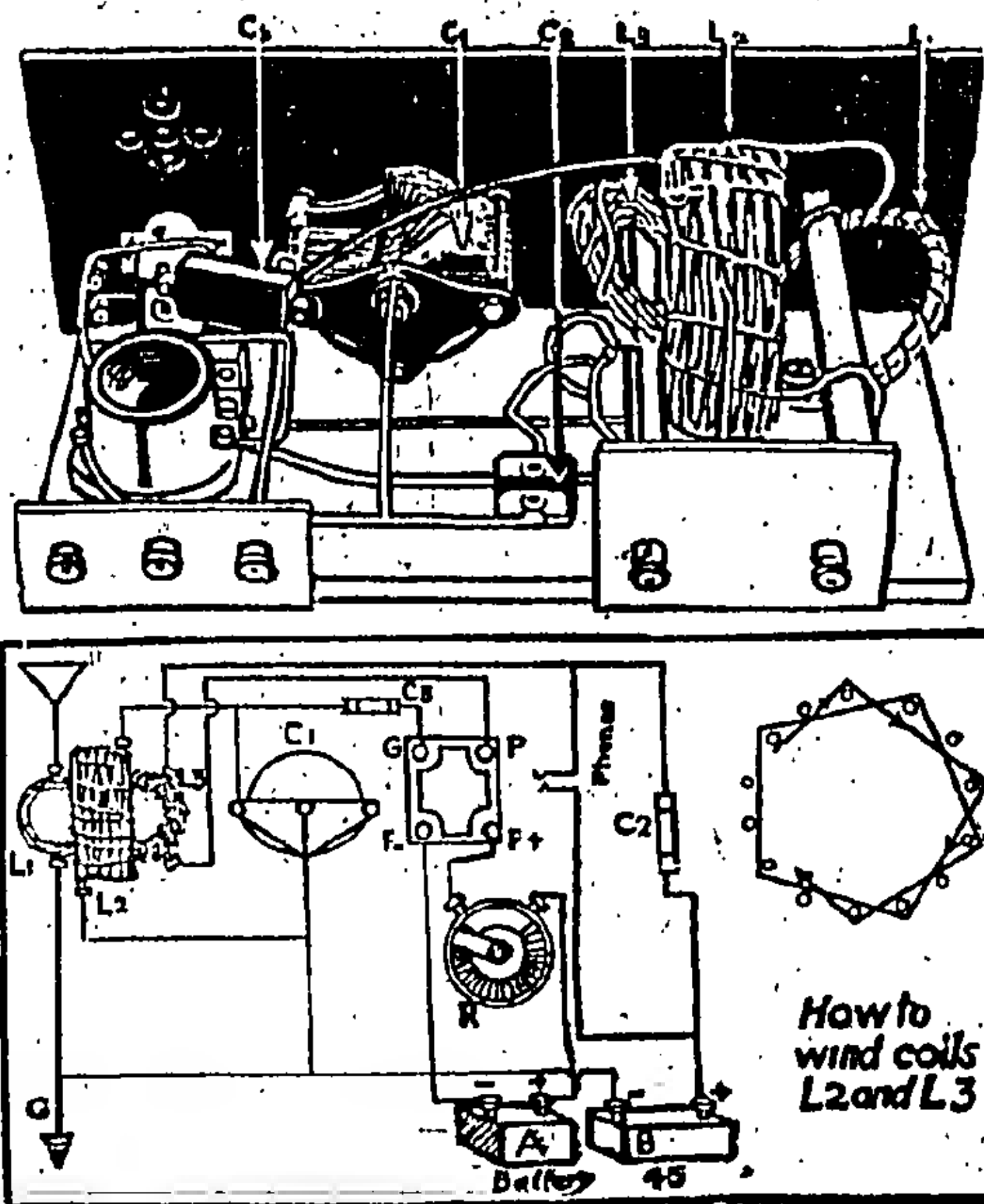
S. Kruso, technical editor of QST, official publication for the American Radio Relay League, writes:

"About the worst defect of most tuners lies in the high resistance of the coils used. The resistance is generally in the wire, at least not in the cases where wire larger than No. 16 D & S is used. The resistance is in the things that are near the wire—the tube on which the wire is wound, the varnish with which the coil is painted, sometimes even the insulation of the wire itself."

For this reason the coils of this set are practically wound on air and kept apart from other materials.

The insulating material must be good—hard rubber or molded bakelite, for instance.

Trouble from hand capacity would be practically eliminated if the wire to the grid lead and condenser comes from the station-



SKETCH AND HOOK-UP OF PERRY O. BRIGGS' SET, AS PRINTED IN QST, AMERICAN RADIO RELAY LEAGUE PUBLICATION. AT RIGHT, BELOW, IS METHOD OF WINDING COILS L2 AND L3.

attached to the smaller of the small panels behind the set.

BASKET-WOUND COILS.

The parts that make this set essentially different from the ordinary two-circuit tuner are the three coils. L1 is the primary of the antenna inductance and L2 the secondary. The primary consists of six turns of No. 12 D.C.C. wire wound on a three-inch tube, then taken off and tied together by a thread to make it self-supporting.

L2, the secondary, is a basket-wound coil consisting of 40 turns of the same heavy wire. Fourteen steel wire pegs or nails are set equally on a board about the circumference of a 4-8-inch circle. The wire is passed outside one peg, then inside two, and so on for 40 turns. Secure the turns with waxed thread, and remove the windings from the pegs.

The tickler coil, L3, consists of 12 turns of No. 18 bell wire wound like L2 on 14 pegs in the circumference of a 2-7-8-inch circle. It is secured and removed like L2.

AVOIDS LOSSES.

The secondary coil is placed on and between the two wooden rods, which act as shafts, reaching from the large panel in front to the larger of the two small panels in back of the set. L1 is attached to the left shaft and L3 to the right. L1 at an angle of 45 degrees, and L3 at 60 degrees in relation to L2. The whole group of three coils should be placed about two inches from the front and rear panels.

ONLY ONE CONTROL. The condenser, which is the only tuning control on this set, must be clear of all possible resistance.

any plates, and the wire to the filaments comes from the rotary plates.

Even the tube socket must be of porcelain, hard rubber or molded bakelite to reduce resistance as much as possible. Any other kind of socket, like fiber or "molded mud," spoils the tuning.

It will be found that careful attention to detail in construction of this set will result in exact and sharp tuning, with little or no troublesome radiation and with the simplest, cheapest arrangement to be obtained in many a moon.

SAFETY THROUGH WIRELESS.

Guiding Ships and Aeroplanes.

Dr. J. Robinson, the head of the Wireless and Photographic Department at the Royal Aircraft Establishment at Farnborough, lecturing at the Royal Society of Arts made a number of statements as to the increasing value of wireless telegraphy for ensuring the safety of ships and aircraft. He pointed out that facts showed:

"That Great Britain was in the forefront of the development of wireless navigation, and we can claim to have carried the development to a higher pitch than any other nation during the war. Post-war application, perhaps, does not leave us with the same superiority."

Wireless, as a navigational method is already diminishing the number of ships lost, and by more universal application it will undoubtedly save materially to

the safety of life at sea. By the aid of wireless, ships can proceed during fog with an accurate knowledge of their positions.

"Wireless must play an even greater part for aircraft than it does for ships, and so much so that it will become absolutely essential for aircraft."

"The method whereby each ship can take bearings of any transmitting station in any part of the world enables many ships to determine their positions simultaneously, whereas the former restricted the use of wireless navigation to certain regions. As more and more experience is obtained by the navigators, results will be very much better."

"In the concluding portion of his lecture Dr. Robinson showed how night errors could be eliminated, and described in detail the extraordinary degree of accuracy with which aeroplanes could be guided by wireless signals from coast and inshore stations."

He pleaded that there was great need that the results obtained should be made generally known. "Had such knowledge been current the crew of the *Trevossa* could have been spared the terrible sufferings they had to endure."

MANILA AHEAD.

Has Broadcast Concerts. Radio fans in Hongkong will be interested in the following, from a recent issue of the *Manila Bulletin*:



BOVO-LACTIN

The Key of Life

in the treatment of gastric and intestinal disorders.

THE chief aim in the treatment of these conditions is to throw as little strain as possible on the digestive organs and at the same time maintain the patient's strength and increase the powers of resistance. On account of its concentration, high protein content, and ease of assimilation, INVALID BOVO-LACTIN meets these indications admirably.

In cases of obstinate vomiting it is retained when all else fails.

In the prostration during and following attacks of diarrhoea it acts like a charm.

It is invaluable in the after treatment of cases of gastritis and enteritis due to the ingestion of unsuitable foods.

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BOVO-LACTIN ESSENCE. A concentrated protein preparation with a high vitamin content. May be taken in hot water or cold soda water.

BOVO-LACTIN CHOCOLATE. The finest chocolate power combined with Bovo-Lactin. A refreshing energising beverage.

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William C. Jack & Co., Ltd.
Sole Agents.
HONGKONG & SOUTH CHINA.

NOTED DETECTIVE'S DEATH.

In Charge of Famous Cases.

Mr. George Mercer, who, as a chief inspector at Scotland Yard, was one of London's best-known detective officers, died at the National Hospital in Queen's-square, W.C., recently, after a long illness.

In early life Mr. Mercer was a trooper in the Horse Guards; and joining the Metropolitan Police 32 years ago his abilities rapidly brought him to the front.

He had a spell of service at Vine-street as its principal detective, and scored in tracking down notable West-end crimes, particularly jewel robberies. On his promotion to Scotland Yard his work as one of its chief detective inspectors was invaluable.

Shrewd and resourceful, he was a man of keen insight and indomitable perseverance, with an enthusiasm for hard work.

One of the most sensational cases to engage his attention in recent years was the murder of Irene Munro at Eastbourne. His dogged tenacity was also shown in his investigations which preceded the prosecution of Horatio Bottomley.

Mr. Mercer once figured in an unheated drama in a West-end theatre, whether he had gone on the track of two men suspected of the theft of jewels worth £10,000 from an hotel bedroom. He found his men witnessing a performance, and arrested them just as the curtain fell.

Lady "Di" says Twink adds the joy of Colour to the Comfort of the Cushions.

TWINK is splendid for dyeing all the coverings and hangings that make home cheerful and beautiful. Cushion covers may be made as varied and pleasing as the cushions are comfortable; curtains, tablecloths, sofa and chair covers can all be re-dyed in charming new colours. Twink is a real home economy; it keeps materials fresh and bright to the end. Follow the directions carefully.

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SHADOWS: II

By the Rev. G. R. Lindsay, M. A.

Chaucer once drew attention to all which have made us the men to the great likeness between a shadow and its reality. Indeed, it is very often difficult to distinguish between them. When we come to think of it, most of the things that have troubled us have been shadows. This does not mean that we have been scared by imaginary fancies. A shadow differs from a phantom because it is a reflection of something which is real. You remember Ralcliff's words to King Richard:

"Be not afraid of shadows,
Nay, good my Lord,
By the Apostle Paul," cried Richard.

"Shadows to-night
Have struck more terror to
the heart of Richard
Than can the substance of ten
thousand soldiers."

It is ever so. Shadows are fearful things. Ask any bankrupt if it was not the shadow of bankruptcy that was of more terror than the reality; if it was not "the putting off of the evil day" that streaked the hair with gray and furrowed the countenance.

Does not everyone know by experience that it has been the shadows of coming events (which sometimes have never come at

Chaucer was right. Shadow and substance are not easy to distinguish. Again, in such a world of shadow where shall we find reality? On the eve of a poll at Bristol when Edmund Burke arose to address a crowded and excited audience, a note was suddenly slipped into his hand telling him that the strain of the campaign had been too much for his opponent; and that he was dead. Burke paused for a moment. Then, to a hushed assembly, he made the tragic announcement and added impressively "What shadows we are, and what shadows we pursue."

"Our days are but a shadow," said the Psalmist. "Life's but a walking shadow!" cried Shakespeare. "What shadows we are!" exclaimed Edmund Burke. There is but one Reality—Jesus Christ. "They all shall perish, but Thou remainest;" and those who know Christ as the great reality of their life and hope are braced to face every shadow till the day dawns and the shadows flee away.

HOME CRICKET.

Rain Interferes With Play.

London, June 13. Oxford University started the match against South Africa today at two o'clock on a very soft wicket. Oxford scored 117 for 9, when stumps were drawn at 5 o'clock to allow the South Africans to entrain for Birmingham for to-morrow's Test match.

Leicester vs. Surrey and Somerset vs. Essex could not be played, owing to the weather, and were drawn.

Warwick vs. Yorkshire and Northants vs. Hampshire were drawn.

Gloucester at Dudley beat Worcester by 102. For Gloucester Parker took 5 for 50 and 6 for 24.

Sussex led Notts at Brighton in the first innings.

Middlesex led first on the innings against Lancashire at Manchester (E. Tyldesley's benefit). Lancashire scored 297, Fowler taking 5 for 29. Middlesex replied with 222 for 6, Mann compiling 60 and Hendren 104 not out.—*Reuter*.

DUTCH CUSTOMS DUTIES.

A Substantial Increase.

The Hague, June 13. The Government has introduced a Bill raising the general five per cent. ad valorem customs duty to eight per cent. This is expected to yield an extra thirteen million florins. *Reuter*.

GO AFTER HEALTH.

"When you want to land a big order for your firm what do you do?" asked the physical director of Mr. Mann one evening.

"Why, I go after it with both feet."

"Exactly," agreed the director. "It's the same way with good health. You've got to go after it. Now they tell us that all men are born free and equal. Our ancestors had something to do with that."

"The trouble is that most people think health is merely freedom from disease. It's more than that; it's keeping well and also being able to enjoy life. Keeping life at the maximum vigor is the job."

"People with health know that the best part of it is the happiness it brings."

"What I'm trying to get at is the ounce of prevention you hear so much about. Whether it be the teeth, the eyes, the ears or the beginning of any trouble. . . . hit it quick. GO AFTER HEALTH."

"In business you first want to know about the market. In health you want first to know about yourself. So the first step in going after health is to find out exactly what is your present condition."

"Have an inventory taken of yourself. AND IF YOU HAVE HEALTH SEE THAT YOU KEEP IT."



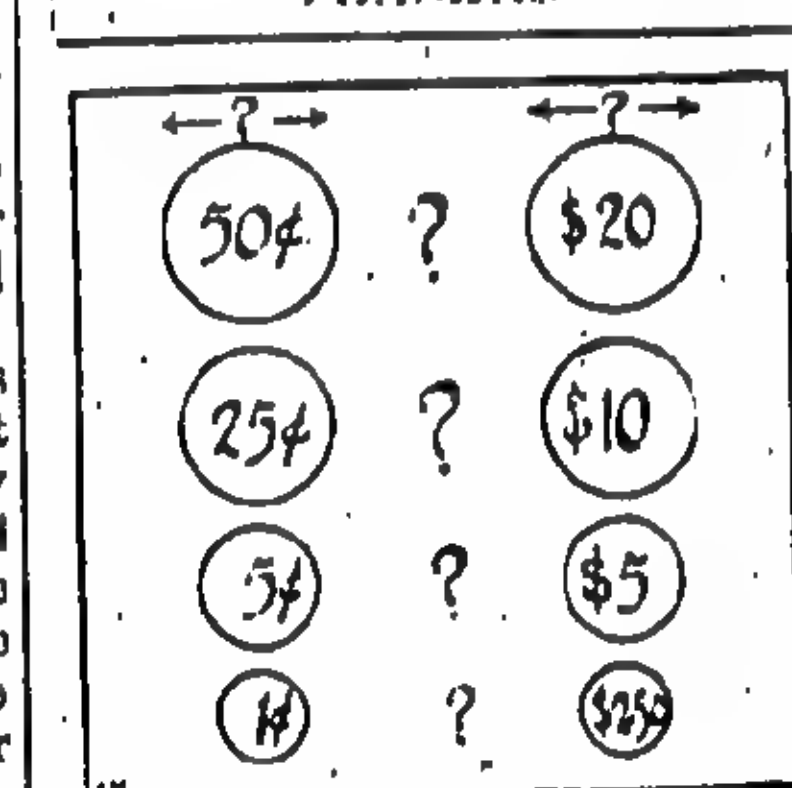
BILLIARDS.

ANOTHER WIN FOR STEVENSON.

Playing his last match in the Colony before leaving for Singapore on the P. and O. liner Kashgar, Mr. H. W. Stevenson, the ex-champion of England, gained another easy victory yesterday. His opponent was Mr. E. D. da Roza, to whom he conceded the usual 350 points, and he reached his 800 points when da Roza was 538. Stevenson did not show that consistency which characterized his first game at the Club Lusitano, but nevertheless he played first class billiards and he brought off many spectacular shots, difficult massé cannons and a beautifully judged five-cushion cannon. Stevenson started slowly, though at his fifth visit he looked to be settling down to a big break when he unluckily failed at a six shot, the red only going down and his white being cornered. At his seventh attempt he brought the balls together at the top of the table and although he lost control of them in the fifties he soon regained position and went on to make 116, failing at a long cannon. Mr. da Roza replied with 25, his best effort so far. Five visits later Stevenson gave a remarkable display of nursery cannons in which he took his score from the forties to the nineties before he went in off and played from the D. The break closed at 130 and at his next visit he put together 56.

After the interval Stevenson played quietly for a time with 29, 27, 43, 36, 44, 5, 34, and shortly afterwards treated the spectators to another century break, 102, a good all round effort. During this period Mr. da Roza's only breaks of note were 18 and 28. He scored 16 at his next visit and Stevenson then ran to his points with 38 (unfinished).

TEASERS



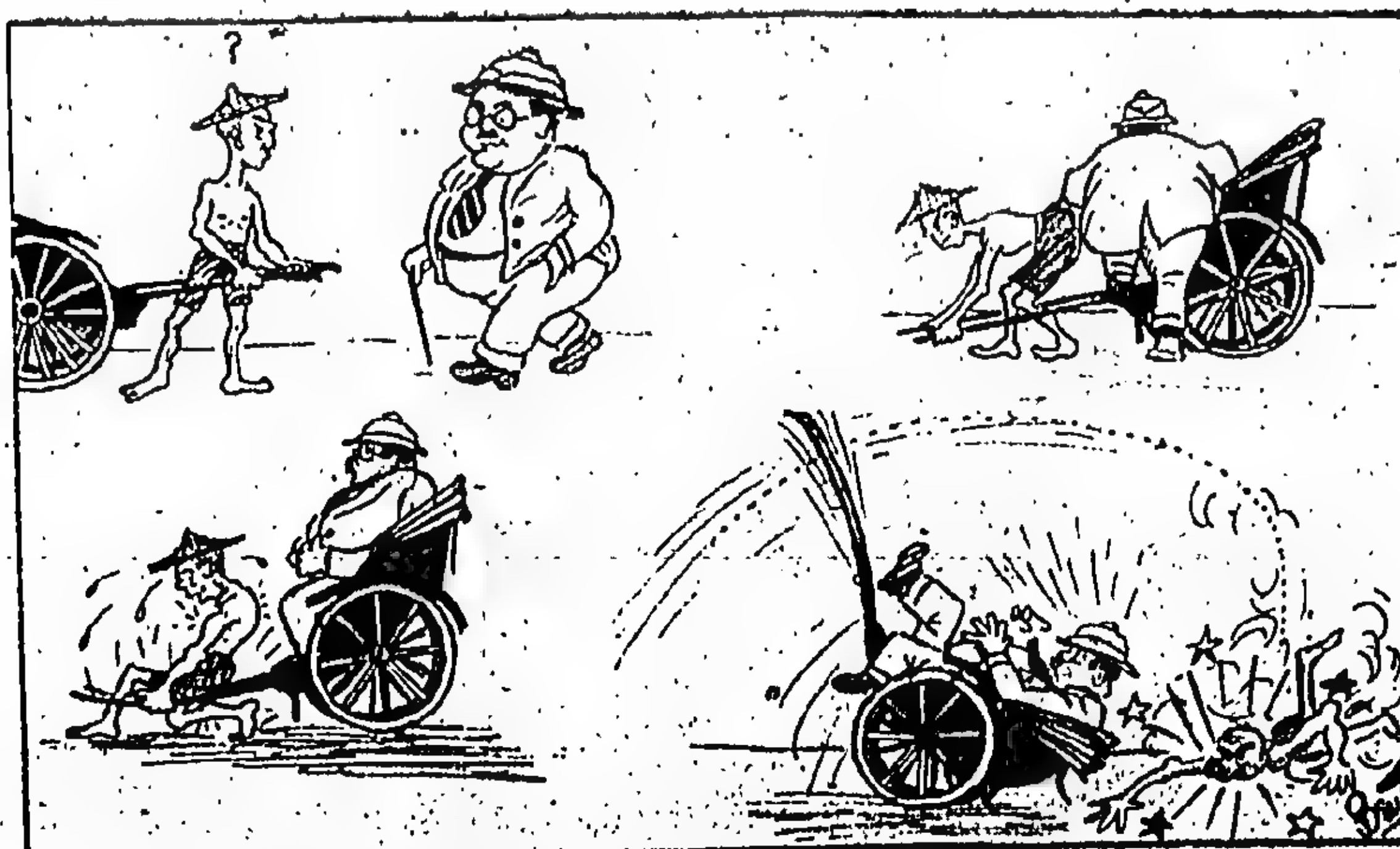
Gold and Other Metals.

Here are four United States gold pieces paired off with four lesser coins of similar size. The \$20 gold piece and the silver half dollar are somewhat similar in diameter (the distance across); likewise the \$10 gold piece and the quarter dollar, and so on. Allow yourself plenty of time to think over this "teaser." Try to decide which coin of each pair is actually larger. You have probably seen a half dollar lately, while your acquaintance with a \$20 gold piece is probably not so recent. Nevertheless, make a guess as to which of the two you think is the larger. Do the same with each succeeding pair, until you have decided between the penny and the \$2.50 gold piece. Then look for tomorrow's "check-up." You will probably be due for a surprise!

Yesterday's Teaser:

The third tree counting down the road away from you was the tallest; the furthest tree was second; the nearest third; and the second in line was the shortest. To estimate the third tree was very good; fourth, good; the nearest, average; the second, fair.

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LAST SHOWING OF

The Great British Picture

MILESTONES

"As I pass each milestones by,

That tell me of the fleeting years,

And looking back down life's highway,

What memories blind my eyes with tears,

A friendship true, a love sublime,

Oh! happy days when youth was mine."

TO-DAY

AT THE WORLD

TO-DAY'S MISCELLANY.

Severe criticism of the products of the elementary schools was heard at the annual conference of the National Chamber of Trade at Leeds. The subject came up on a resolution moved by Mr. S. Carlisle Davis, on behalf of the Plymouth Chamber. Mr. Davis said business men thought the curriculum of the schools ought to be altered. It was their experience that to-day the boys and girls from the elementary schools did not come into workshops and business houses with the equipment one would expect from the

amount paid in education rates. (Hear, hear.) They suggested an advisory committee to act with the Board of Education which would be similar to the advisory council to the Post Office and the advisory committee of the Board of Trade. It was their experience that boys were deficient in spelling, were unable to carry out a simple calculation in arithmetic. It was vital that our youths should be equipped educationally as well as those of other competitive nations. What they wanted voicing on that consultative committee were the opinions of the commercial community. Suggested amendments having been withdrawn, the resolution as proposed by Plymouth was carried.

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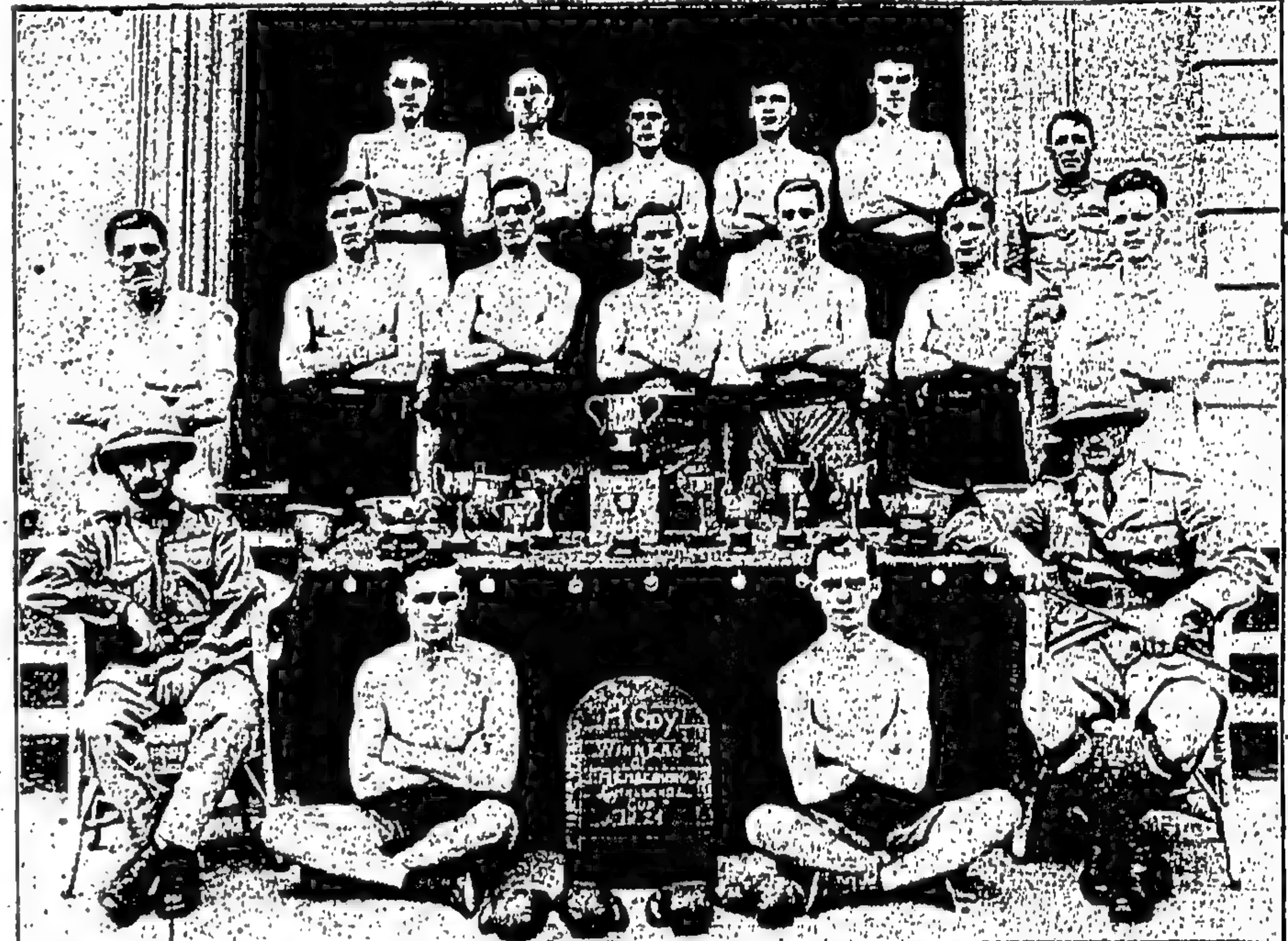
Above is seen Mr. Dynasty's noted race pony, Spotted Sand, who gained his 21st victory last Saturday when he carried Mr. Davies past the post in the June Handicap. Spotted Sand has been second on sixteen occasions, third a like number of times and has been only unplaced in seventeen out of seventy races. He is well dubbed Hongkong's Victor Wild.



Winifred Grimmitt, aged two years and three months, one of Hongkong's competitors at the Empire Baby Competition. (Photo: Mee Cheung).



Mr. L. Solavisa Alves, for many years President of the Lusitano Club, and who participated in the Camoens' celebrations in Hongkong in 1880 and again last week.



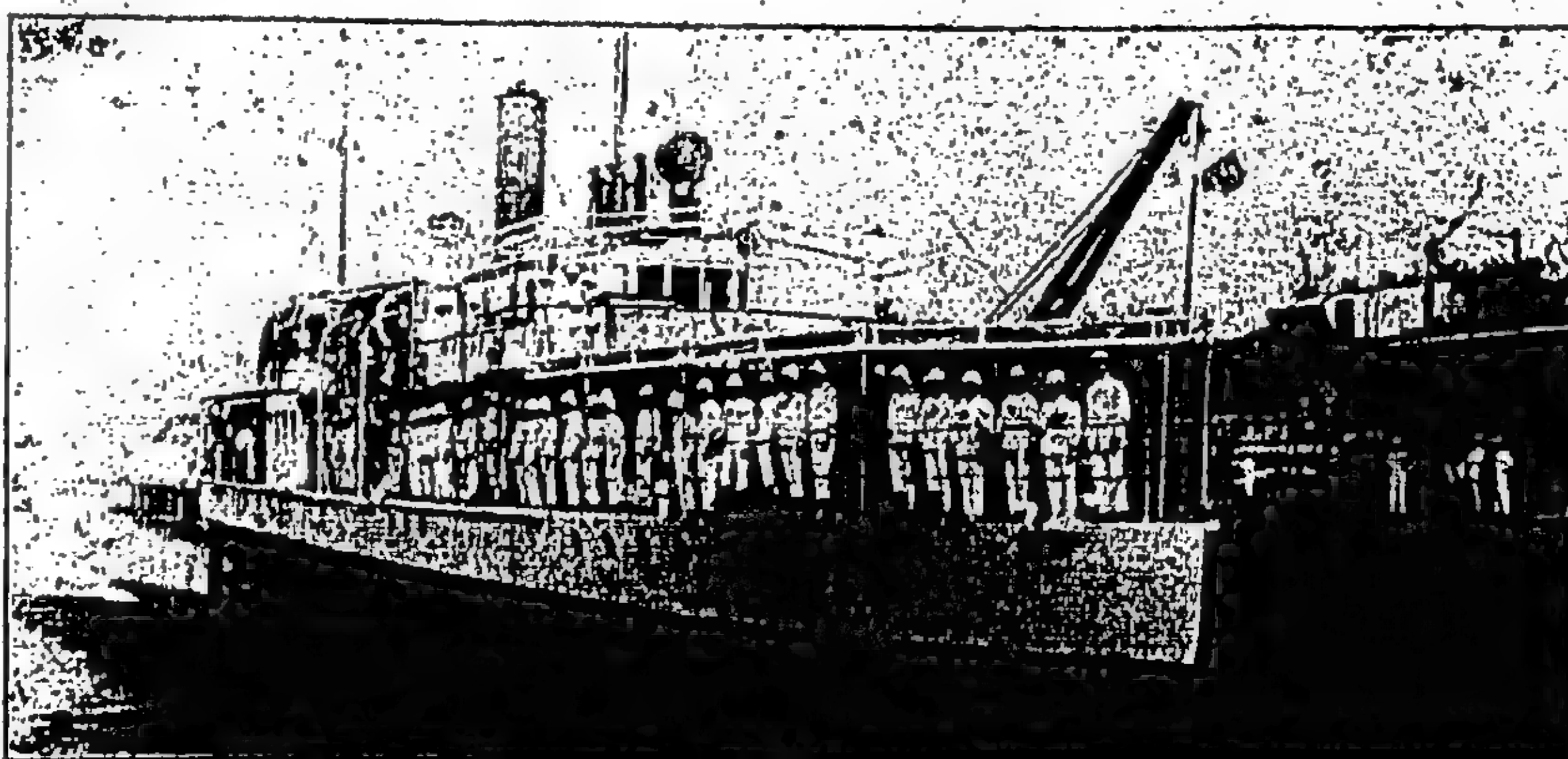
"A" Co. of the East Surreys, winners of the Armstrong Challenge Shield for boxing. (Photo: Ming Yuen).



This is little Arthur Grimmitt, aged five months and six days, who will be entered for the British Empire Baby Competition. (Photo: Mee Cheung).



Group taken at Tung Wah Hospital on the occasion of the unveiling of portrait of the late Sir R. G. Macdonnell. (Photo: Mee Cheung).



The French gunboat Argus about to be launched at Tientsin. (Photo: Mee Cheung).



Charles Fink, noted British writer whose recent handling of the Chinese situation has attracted much attention.

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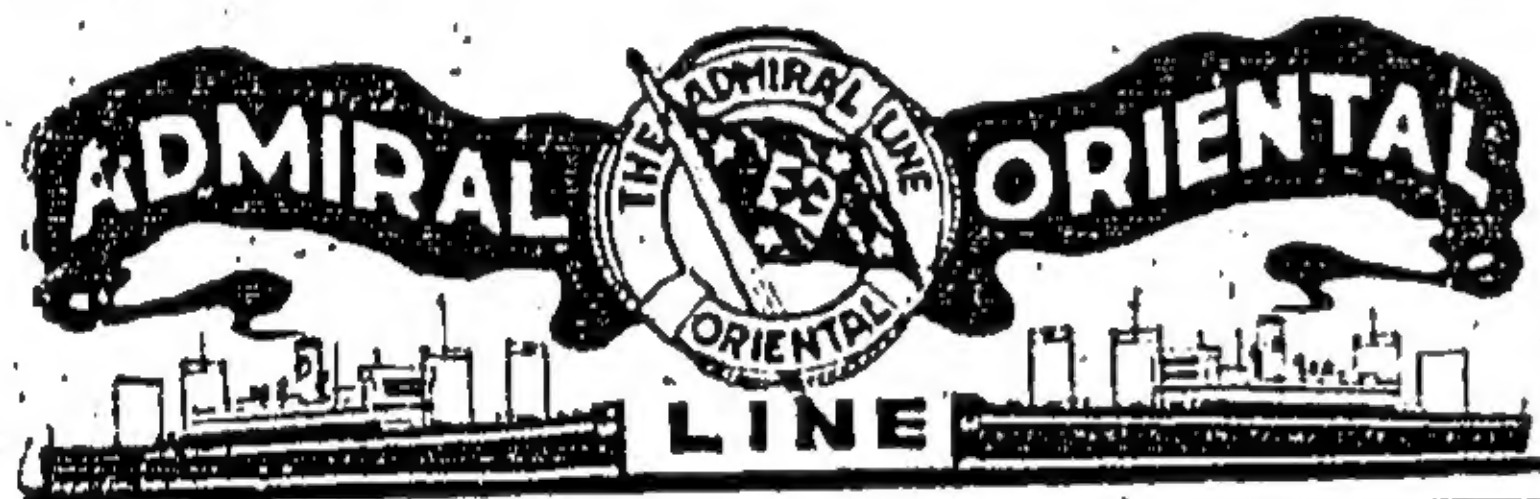
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From Montreal to England: July 10, 21, 31, Aug. 1, 11, 21, 31.

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From Manila to Hongkong: June 26, July 8, 20, 31, Aug. 1, 11, 21, 31.

Passenger Department: Tel. 752. Cable: GACANPAC.
Freight and Express: Tel. 42. Cable: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.

REDUCED FARE TO EUROPE
\$120 \$112-\$110

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers: SIBERIA MARU 20,000 July 12.
TAIYO MARU 22,000 July 25.
TENYO MARU 22,000 Aug. 8.
KOREA MARU 20,000 Aug. 22.
SHINYO MARU 22,000 Sept. 4.

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, COLLEGE, ARICA & IQUIQUE. THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

SEIYO MARU 14,000 June 16.
RAKUO MARU 18,500 July 19.

Through Bills of Lading issued to all United States Overland Ports: also via Panama Canal Lines to Atlantic Ports.

For Full information regarding passengers, freight and sailings Apply to:-

Agents at Canton. Y. TSUTSUMI, Manager, King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY 14th July. C. LOPEZ Y LOPEZ 30th Oct.

LEGASPI 5th Sept. ISLA DE PANAY 21st Dec.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

ISLA DE PANAY 27th June. C. LOPEZ Y LOPEZ 12th Oct.

LEGASPI 18th Aug. ISLA DE PANAY 3rd Dec.

The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.

O. D. BARRETT, 28 Central Avenue, U.C., Canton.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. MENELAUS via Suez Canal 21st June.

S.S. CITY OF SHANGHAI via Suez Canal 1st July.

S.S. CYCLOPS via Suez Canal 11th July.

S.S. CITY OF DUNKIRK via Suez Canal 21st July.

Steamers proceed via Suez Canal or Pan. m. Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON: HOLYOAK, MISSEY & Co. Ltd., CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.

U.S.S.B. "West Carmona" Due Hongkong 17th June

Leaves Hongkong 20th June

U.S.S.B. "West Montop" Due Hongkong 8th July

Leaves Hongkong 10th July

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Cebu & Zamboanga.

U.S.S.B. "West Cajoot" Due Hongkong 2nd July

Leaves Hongkong 4th July

For Singapore, Zamboanga, Cebu & Manila.

U.S.S.B. "West Montop" Due Hongkong 12th June

Leaves Hongkong 14th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.

General Agent for Japan-China-Philippines. G. P. BRADFORD, Res. Agent.

Indo-China-Straits & Java.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

"MENTOR" 16th June M'los, London, Rotterdam & H'burg
"LYCAON" 30th June London, Hull, Rotterdam & H'burg
"PHEMIUS" 7th July London, Rotterdam & Hamburg
"ANCHISES" 14th July Marseilles, London & Rotterdam

LIVERPOOL

(Direct or via Continental Ports)

"NINGCHOW" 20th June Genoa, M'los, Liverpool & Glasgow
"DEMODOCUS" 1st July M'los, Havre, Liverpool & Glasgow
"TYNDAREUS" 18th July Genoa, M'los, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"ACHILLES" 21st June Victoria, Seattle & Vancouver
"PHILOCTETES" 8th July Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"MENELAUS" 21st June Boston & New York (via Suez)
"CYCLOPS" 11th July Boston & New York (via Suez)
"TITAN" 31st July Boston & New York (via Suez)

PASSENGER SERVICE

"ANCHISES" 14th June for Shanghai
"MENTOR" 16th June for Singapore, Marseilles & London
"LYCAON" 30th June for Singapore, Marseilles & London
"PHEMIUS" 7th July for Singapore, Marseilles & London
"ANCHISES" 14th July for Singapore, Marseilles & London
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London
"SARPEDON" 9th Sept. for Singapore, Marseilles & London
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London

For Freight and Passage Rates and all information Apply to:-

BUTTERFIELD & SWIRE
AGENTS

CONSIGNEES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From: UNITED KINGDOM and CONTINENT.

The Steamship

"CITY OF DUNKIRK"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 16th June 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 23rd June 1924, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

THE BANK LINE LTD.
General Agents.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

From NEW YORK

The Steamship,

"CITY OF NAPLES"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th June 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 23rd June 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 12th June 1924.

Mrs. SEKAI

MASSAGE

Tel. No. 4483, 2nd floor.
No. 2, Duddell Street, Hongkong.



JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjimanock	Java	In port	14th June	S'hai, N. China
Tjilawong	S'hai, Amoy	19th June	21st June	Batavia
Tjilalak	Japan	21st June	22nd June	M'har & S'hai
Tjilakrang	Java	1st June	23rd June	Shanghai
Tjilbeet	Java	18th June	24th June	Japan
Tjilini	Japan	28th June	30th June	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

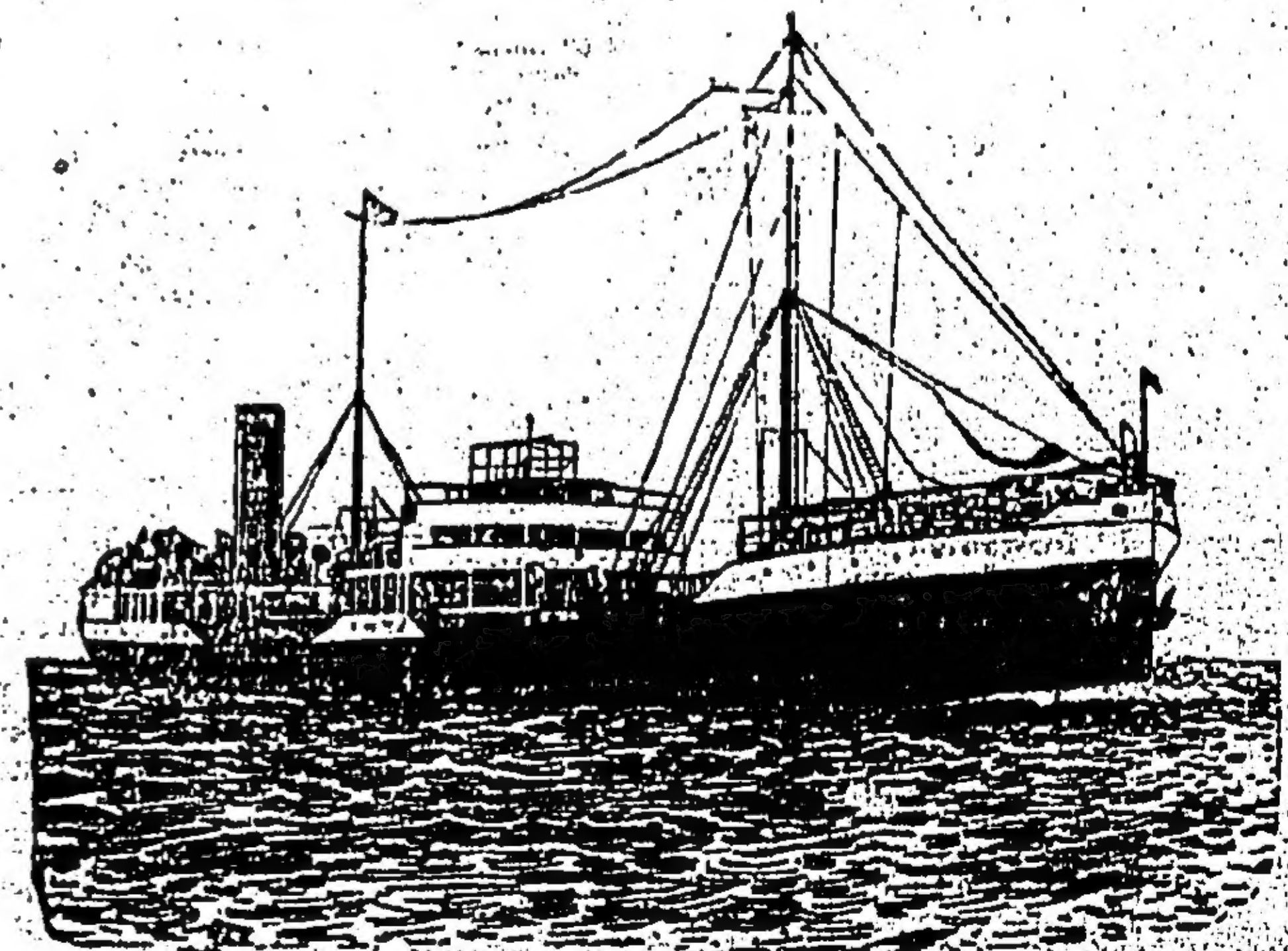
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLA SAKON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	8,840	14 June noon	M'les, London & Antwerp
MOREA	10,911	28th June	M'les, London & Antwerp
KIDDERPORE	5,334	30th June	S'pore, P'ang, C'bo & B'bay
SOUDAN	6,696	9th July	S'pore, P'ang, C'bo & B'bay
KARNATA	9,098	12th July	M'les, London & Antwerp
MALWA	10,941	26th July	M'les, London & Antwerp
DEVANHA	8,092	9th Aug	M'les, London & Antwerp
SICILIA	6,813	22nd Aug	S'pore, P'ang, C'bo & B'bay
MANTIA	10,902	23rd Aug	M'les, London & Antwerp
NAGOYA	6,854	30th Aug	M'les, London & Antwerp
SARDINIA	6,684	4th Sept	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	6th Sept	M'les, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept	M'les, London & Antwerp
KASHMIR	8,963	4th Oct	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,205	17 June 1 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	24th June	S'pore, Penang & Calcutta
JAPAN	6,052	5th July	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2nd July	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	30th July	Townsville, B'bane, Sydney & Melbourne.
EASTERN	4,000	27th Aug.	

Frequent connection from Australia with the following:-
The "Cairo" S.S. Company's steamers to London via New Zealand, Vancouver, San Francisco, etc.
The "P. & O." Royal Mail steamers to London via R'ns Canal.
The "P. & O." Branch Service of steamers to London via the Cape.
The "P. & O." Branch Service of steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

JAPAN	6,052	15 June 4 light	Amoy, N'aki, Moji & Kobe
KARNATA	9,098	16 June 4 p.m.	Shanghai, Moji & Kobe
TANDA	6,356	25th June	Moji & Kobe
MALWA	10,941	27th June	Shanghai, Moji & Kobe
ST. ALBANS	4,500	5th July	Moji & Kobe
DEVANHA	8,092	11th July	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
12, Des Vaux Road, Central. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

E. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENTARA	2nd July.	CARMARTHENSHIRE	9th July.
GLENBEG	10th July.	London, Rotterdam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thura, Ia & A'lian Ports.
TAIYUEN	5th July	10th July
KUT	28th June	Leave H.K. for Kobe, Osaka, Y'hama, Moji, 29th June

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the state-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to

Butterfield & Swire.**(JOHN SWIRE & SON, LTD.)**

Telephone Central No. 36.

Agents.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 1405, G. 1420, G. 1440.

IYO MARU ... Saturday, 19th July at 11 a.m.

YOKOHAMA MARU ... Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Wednesday, 18th June at 11 a.m.

SUWA MARU ... Wednesday, 2nd July at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU ... Thursday, 10th July.

LIVERPOOL via MARSEILLES & VALENCIA.

TOYOHASHI MARU ... Wednesday, 18th June.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 18th June at 11 a.m.

YOSHINO MARU ... Wednesday, 16th June.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Saturday, 5th July.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Wednesday, 2nd July.

BOMBAY via Singapore & Colombo.

CALCUTTA MARU ... Sunday, 29th June.

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Thursday, 19th June.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 10th July.

SHANGHAI, KOBE & YOKOHAMA.

HAKOHAKI MARU ... Monday, 16th June.

DARBAN MARU ... Friday, 20th June.

HAKUSAN MARU ... Tuesday, 1st July.

For further information apply to:-

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "MUNCASTER CASTLE" ... Sailing about 28th July.

S.S. "KENDAL CASTLE" ... Sailing about 12th Aug.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH-BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "GERANIA" ... Sails about 20th June.

S.S. "ROSANDRA" ... Sails about 3rd July.

S.S. "BRENTA" ... Sails about 20th July.

S.S. "LACONIA" ... Sails about 19th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "SILVIO PELLICO" ... Sails about 4th July.

S.S. "NIPPON" ... Sails about 8th July.

S.S. "GERANIA" ... Sails about 5th Aug.

S.S. "ROSANDRA" ... Sails about 8th Aug.

S.S. "BRENTA" ... Sails about 5th Sept.

S.S. "VENEZIA" ... Sails about 8th Sept.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
HAIPHONG via Hoihow Mingang	Sat.	14th June at 9 a.m.
MANILA via Swatow	Sat.	14th June at 11 a.m.
SHANGHAI via Swatow	Sun.	15th June at 10 a.m.
STRAITS & Calcutta	Tues.	17th June at 3 p.m.
BANGKOK via Swatow	Tues.	17th June at 3 p.m.
T'AO via S'ow & S'hai Vatsing	Wed.	18th June at 2 a.m.
BANGKOK via Hoihow	Wed.	18th June at 2 a.m.
KOBE via Moji	Wed.	18th June at 2 a.m.
SHANGHAI via Swatow	Fri.	20th June at 10 a.m.
TIENSIN	Sat.	21st June at noon.
MANILA via Amoy	Sat.	21st June at 3 p.m.
HAIPHONG via Hoihow	Sun.	22nd June at 8 a.m.
STRAITS & Calcutta	Tues.	1st July at 3 p.m.
SANDAKAN	Wed.	2nd July at 1 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Tuesday, 17th June at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailing ...	W. C. Passmore	TUES., 17th June at 4 p.m.
Haiphong ...	Ellis Walker	FRI., 20th June at 3 p.m.
Haiphong ...	W. B. Turnbull	TUES., 24th June at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 19th June.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong and Sailing for Shanghai & Japan	Pro. Sailings from Hongkong for M'les
CHANTILLY	—	—	22nd June
ANGERS	—	—	6th July
PORTHOS	22nd May	23rd June	20th July
AMAZONE	5th June	7th July	3rd Aug.
ANGKOR	19th June	21st July	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.

RATES OF PASSAGE MONEY TO MARSEILLES (Including Table Wine and free Doctor's attendance).
A Class 1st Class £295.00 B. Class 1st Class £233.00
Steamers 2nd Class £268.00 Steamers 2nd Class £200.00
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIQNE COMMERCIALES (CARGO-BOATS)
S.S. "and Dunkirk" loading for Havre, Antwerp

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about mid-June.

For full particulars apply to:

Messageries Maritimes Co., 3 Queen's Building.

Telephone Central 740.

CORRESPONDENCE: "MARITIME" REPRESENTATION.



The Steamship

"PRES. JEFFERSON"

having arrived from Seattle via ports, on June 10th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on June 16th, 1924, by the Company's Surveyors, Messrs. Anderson and Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after June 17th, 1924, will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board Emergency Fleet Corporation Agents,

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

Hongkong, June 11th, 1924.

NOTICE TO CONSIGNEES.**DOLLAR STEAMSHIP LINE.**

The Steamship

"PRES. VAN BUREN"

having arrived from Seattle via ports, on June 9th, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on June 14th, 1924, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after June 16th, 1924, will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE.

4, Des Vaux Road.

Hongkong, June 9th, 1924.

NOTICE TO CONSIGNEES.**SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.****S.S. "ANGERS"**

Consignees of Cargo from Marseilles &c. also cargo ex s.s. "VILLE DE STRASBOURG", "MEYAM" & "LEUTENANT ST. LOUBERT BIE" from Bordeaux, Lisbon, Havre & Cognac.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on under a limitation is received from the Consignees before noon today requesting it to land here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 16th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst. or they will not be recognised.

All damaged packages will be examined on Monday the 16th inst. at 10 a.m. by Messrs. Goddard & Douglas.

Third fire insurance has been effected.

R. RODENFUSSE,

Acting Agent.

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Steamship Owners, Shipping & Marine Insurance Broker.
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REGULAR FREIGHT & PASSENGER SERVICE:

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HONGKONG HOTEL: REPULSE BAY HOTEL; PEAK HOTEL
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EVERY MONDAY, WEDNESDAY and SATURDAY.
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QUEEN'S THEATRE

Pleasure House De-Luxe

Commencing 13th to 16th JUNE

at 2.30, 5.15, 7.15 & 9.15 p.m.

RAQUEL MELLER

IN

"IMPERIAL VIOLETS"

10-Reel 1924 Production

Henry Russell's Wonderful Masterpiece

Usual Prices

BOOKING AT THE THEATRE.

PASSENGERS ARRIVED.

Per P. and O. s.s. Kushgar, from
Japan, via ports, 13th June.—Mr.
G. S. Johnson, Miss B. Hillson, Miss
K. Fryer, Mr. A. C. Loffa, Mr. D. E.
Drummond, Mr. J. Graham-Brown,
Mr. J. H. Green, and Mr. Ching
Tung Yik.

PASSENGERS DEPARTED.

Per P. and O. s.s. Soudan 13th
June.—Mr. Yuo Chun Yee, Mr.
Ching, Mr. Duff, Mr. Nooroodin,
Mr. Tso Huck Tso, Mr. Chang, Miss
Caldwell, Mr. L. C. Essor, Mr.
Garrett and Rev. and Mrs. Cald-
well.

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, Trinity Sun-
day, 16th June, 1924. 8 a.m.:
Holy Communion, 10 a.m.: Child-
ren's Service, 11 a.m.: Matins
and Sermon, 12 noon: Holy Com-
munion, 6 p.m.: Evensong and
Sermon. Preacher: Rev. W. H.
Hewitt.

First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday,
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday morning 10 to 12.

METEORIC RISE AND FALLING
Once an obscure clerk, then a
shipowner who refused an offer
of more than £1,000,000 for his
interests, now a declared
bankrupt, at present somewhere
in the Argentine—such has
been the meteoric career of Mr.
Thomas Cowan Stevon, of St. An-
drews square, Edinburgh, whose
failure was announced recently.

Three Castles
Cigarettes

MANY GOOD THINGS
GO UP IN SMOKE
BUT NONE SO GOOD
AS
"Three Castles"

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Voluntary Patriotic Association
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outside party-politics, desirous of
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particularly in connection with
all matters concerning the sea.
It holds as the fundamental prin-
ciple of National and Imperial
policy COMPLETE NAVAL
PROTECTION FOR BRITISH
SUBJECTS AND BRITISH
COMMERCE ALL THE
WORLD OVER.
The Committee of the Hong-
kong Branch are anxious to enrol
as many members as possible and
shall be glad if all those desirous
of joining will send in their
names to the undersigned. The
Subscription is \$5.00 per annum
plus \$2.00 a year for the "Navy"
(The official publication).

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Hon. Sec. & Treas.

**Crippled
by Corns?
Use "Gets-It"**

The only good cure is a dead corn. A few
drops of "Gets-It" will quickly start any corn.



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all pain and itching. One bottle contains
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hard or soft, old or new. Costs you nothing.
If it fails it doesn't fail. Let your druggist
show you why millions demand it. E. Lawrence
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all chemists.

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Date.
Shanghai & Europe via S.beria (London May 22nd.)	Mentor	14th June
Straits	Karnala	15th
Shanghai	President Lincoln	16th
Manila	Hakosaki M.	16th
Straits	Tango M.	17th
Japan	Hakosaki M.	18th
Manila	President Jefferson	20th
Straits	Saabruckea	20th
U.S.A., Japan & Shanghai	Shingo M.	20th
U.S.A., Canada Japan & Shanghai	President Grant	22nd
U.S.A., Japan & Shanghai	President Hayes	23rd

OUTWARD MAILS.

For	Per	Date.
Shanghai	Karnala	Mon. 16 inst. 9 a.m.
Swatow, Amoy & Formosa	Karnala	Mon. 16 inst. 9 a.m.
Bombay & Wuchow	Karnala	Mon. 16 inst. 10 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseille	Mentor	Mon. 16 inst. 10 a.m.
Pakhoi & Haiphong	Van Vollenhoven	Mon. 16 inst. 10 a.m.
Japan	Saibo M.	Mon. 16 inst. 1 p.m.
Straits & Calcutta	Fookshing	Mon. 16 inst. 2 p.m.
Bangkok	Hakosaki	Mon. 16 inst. 2 p.m.
Shanghai & Japan	Karnala	Mon. 16 inst. 2 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseille	Mentor	Mon. 16 inst. 2 p.m.
Swatow, Amoy & Japan	Hydrangea	Mon. 16 inst. 3.30 p.m.
Amoy	Hakosaki M.	Tue. 17 inst. 3.30 p.m.
Swatow & Bangkok	Buchanan	Tue. 17 inst. 12.30 p.m.
Straits & Calcutta	Kwangchow	Tue. 17 inst. 12.30 p.m.
Swatow, Amoy & Fookshing	Fookshing	Tue. 17 inst. 1 p.m.
Manila, Australia & New Zealand via Thursday Is.	Tango M.	Wed. 18 inst. 9 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseille	Hakosaki M.	Wed. 18 inst. 9 a.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, O. & S. America & Europe via San Francisco	Pres. Lincoln	Wed. 18 inst. 2.30 p.m.

Board of Conservancy Works of Kwangtung.

Waterlevels in English Feet 10 a.m.

Place of Observation	Highest W.L. ever recorded Feet	Lowest W.L. ever recorded Feet	W. L. June 13 Feet	W. L. June 14 Feet
Wuchow West River	+ 79.50	-2.42	+ 33.3	+ 7.2
Koumoon	+ 14.70	-0.80	+ 20.5	+ 18.5
Lunkongsho North	+ 67.00	0	+ 8.7	+ 7.0
Shiuchow	+ 35.31	0	+ 13.6	+ 11.8
Samsui	+ 27.25	-5.00	+ 13.6	+ 11.8
Shoklung East	+ 15.15	-6.98	+ 2.7	+ 5.2

AMUSEMENTS

The Topical Budget is here again
starting with

THE KING AT THE
BRITISH EMPIRE EXHIBITION.

GEORGE ARLISS

in

"The Silent Voice"

or

THE MAN WHO PLAYED GOD.

Commencing today at

THE CORONET

THE STAR

5.30 TODAY ONLY 9.15

Farewell appearance of

HOLT and SAWYER

In their Midnight Revue.

GRAND CHANGE OF PROGRAMME TONIGHT

NEW SONGS. NEW DANCES. NEW COSTUMES
Including their famous Burlesque Sketch

"CAMILLE"

In conjunction with a new picture programme

HERBERT RAWLINSON

in "HIS MYSTERY GIRL"

LARRY SEAMON

in "GOLF"

Commencing Sunday

MARY PICKFORD in "SUDS"

SAMUELSON

(British Film Company)

Presents

CAMPBELL GULLAN, OWEN NARES,
WINFRED DELEVANTI, HUBERT HARBEN,

ISOBEL ELSON

ERNEST GRAHAM MINNA GREY
ESME HUBBARD, MARY LINCOLN,

in

A HUMAN-HEART STIRRING DRAMA

"MILESTONES"

9 PARTS

Wednesday, 11th. to Saturday, 14th.

at 5.15 & 9.15 p.m.

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New Stocks just received

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